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## American Railroad Journal.

New York, Saturday, March 11, 1876.

### Elkton and Delaware Junction Railroad.

The Elkton (Md.) Democrat states that the recent agitation of a railroad connection between Elkton and Middletown, Del., has assumed such shape that it is hardly over sanguine to promise that in a little while the thing will be accomplished. It says:

Men of capital, experience and enterprise have taken hold of it, and have not only the will but the way. A bill has been prepared and forwarded to the Legislature providing for the re-enactment of a law passed in 1867, incorporating the Elkton and Delaware Junction Railroad Company, which conferred the power to lay off and construct a road not exceeding one hundred feet in width, from a point not more than three fourths of a mile from the town of Elkton, to the boundary line between Delaware and Maryland so as to connect with a railroad to be built from either the Delaware railroad or the New Castle and Frenchtown railroad to the said State line, and also conferred other privileges ample for all purposes. The corporators mentioned in the revised act are Jacob Tome, Wm. J. Jones and H. H. Brady, of this county, and Enoch Pratt, Thos. Donaldson, Samuel M. Shoemaker, Thomas Whitridge, Benjamin H. Latrobe and Wm. J. Hooper, of Baltimore. A glance at these names will not only show that there is an abundant capital rep-

resenting the enterprise, but also that the Philadelphia, Wilmington and Baltimore Railroad Company favor it. Messrs. Tome, Pratt, Donaldson, Shoemaker and Whitridge are at present directors in that company; Mr. Latrobe is an eminent civil engineer, also connected with or frequently employed by the company, and Messrs. Donaldson and Jones are among its regularly retained legal advisers. We are further advised, however, that the Philadelphia, Wilmington and Baltimore Company not only favor this measure, but deem its early construction an absolute necessity, in order to secure to the peninsula equal market facilities to Philadelphia and Baltimore, and to that end will endorse bonds of sufficient amount to effect the completion of the road. The promoters of this work do not seek State aid and will not accept it. They propose to build the road as a paying investment, and have no doubt that it will pay from the start. There is a well founded hope that another year will witness the extension of the straight line from Dover through Middleton to Elkton, of the trunk line of peninsula travel.

### New Narrow Gauge Route.

A certificate of incorporation was filed in the office of the Secretary of State of Ohio on the 1st of March, of the Jeffersonville, Mount Sterling and Columbus railroad. The incorporators are: Theodore Comstock and F. C. Sessions, of Columbus; E. Manning, of Harrisburg; H. D. Marcy and G. W. Boler, of Mount Sterling; Dr. O. W. Marshall and Isaac Glaze, of Jeffersonville.

This is to be a narrow gauge road, and its incorporation completes a contemplated chain of a narrow gauge route through to Cincinnati from Columbus.

The Miami Valley railroad, narrow gauge, has been laid out from Cincinnati to Waynesville, via Lebanon, a distance of 37 miles, and is under contract. The Waynesville, Port William and Jeffersonville railroad, also narrow gauge, has been incorporated, and the route laid out from Waynesville to Jeffersonville, a distance of 30 miles. Then comes the Jeffersonville, Mt. Sterling and Columbus Railroad, from Jeffersonville to Columbus, a distance of 36 miles, which completes the chain from Cincinnati to Columbus.

The capital stock of the second section, from Waynesville to Jeffersonville, is \$200,000, the most of which has been taken, and the books will be shortly closed.

The capital stock of the third and last section, the Jeffersonville, Mt. Sterling and Columbus road, is \$400,000, in shares of \$50 each, books for

which will be opened in due time after the same is advertised, etc.

This route runs through one of the richest sections of the State, and traverses a country wholly devoid of railroad communication, and makes several excellent connections. It crosses the Springfield, Jackson and Pomeroy railroad at Jeffersonville; and about seven miles southeast from that point crosses the Dayton and Southeastern road, thus providing an inlet to Columbus for the cheapest coal that is carried into the city of Cincinnati.

The country through which this new road runs is generally very level, making the construction easy and comparatively cheap. When the three sections are completed an early consolidation of the whole is looked to, and it is claimed will make a direct route from Columbus to Cincinnati, shorter by from eighteen to twenty-three miles, than any route now in existence.

The Waynesville, Port William and Jeffersonville Railroad company will hold a meeting for the election of Directors at Port William on the 21st of March. —Ohio State Journal.

### Velocity of Electricity.

Prof. Lovering, of Cambridge, in his admirable paper on measuring the velocity of electricity, presents the following facts, which may answer the frequent inquiry how fast electricity can move over the wires. Eliminating the somewhat unscientific character of the query, Mr. Lovering states that in 1869 Prof. Winlock, of Harvard, sent electric signals from Cambridge to San Francisco, and thence by other lines to Canada, and back again to Cambridge, over a loop of wire measuring 7,200 miles. This long journey was performed by electricity in about two thirds of a second, and no small portion of this brief interval was lost in bringing into action the thirteen repeaters which were interpolated into the circuit. The total transmission time between Brest, France and Duxbury, Mass., by way of St. Pierre, was .816 of a second. The total distance by cable is 3,829 nautical miles, the distance from Brest to St. Pierre being 2,580 nautical miles, and that from St. Pierre to Duxbury 749 nautical miles. By calculation, then, the transmission time between Brest and St. Pierre was .639 of a second, and between St. Pierre and Duxbury .177 of a second. So that the two branches were traversed—one at the rate of about 4,000 nautical miles a second, and the other at



## Long Island Railroad.

The concentration of the management of the existing railroads of Long Island into one company has had the effect of reviving interest in certain other franchises already granted by the Legislature. One of these authorizes the construction of a road from the mouth of Bushwick Creek, at the foot of North Thirteenth street, Williamsburg, to Glendale, on the line of the present Southern road, to be known as the Glendale Railroad, and another from Richmond Hill, the next station on the Southern road, touching at Jamaica, passing through a cut in the hills north of that village and skirting the north shore of Long Island to Orient, touching all the Sound shore villages on the route, to be known as the North Shore Railroad of Long Island. There is talk now of a consolidation of these franchises and the immediate construction of the road, with a branch from Jamaica to the South ferry by means of a sunken track from the junction of Atlantic and Flatbush avenues, and running through the old tunnel in Atlantic street. Eastward, for the present, it is contemplated to construct the road only as far as Huntington, but eventually along the entire north shore.—N. Y. Herald.

## Baltimore and Ohio Railroad.

The following is a comparative statement of the earnings and working expenses of the Main Stem of the Baltimore and Ohio Railroad for the years ending September 30, 1874 and 1875, including the Winchester and Potomac, Winchester and Strasburg, the Strasburg and Harrisonburg, the Washington County, and the Metropolitan Branch Railroads, and the Washington City and Point Lookout Railroad:

Earnings:	1874.	1875.
From passengers....	\$1,518,522 68	\$1,613,239 24
Tonnage.....	10,175,432 87	8,900,939 73
Total.....	\$11,593,955 55	\$10,514,178 97
Expenses:		
General expenses....	\$122,742 22	\$123,775 76
Losses by accidents....	55,374 33	53,108 56
Expenses of transportation.....	2,291,900 77	2,187,781 51
Repairs of railway.....	1,540,228 58	1,234,209 83
Repairs of water stations.....	34,974 99	19,416 51
Repairs and construction of depots.....	140,759 75	124,031 93
Repairs of bridges.....	245,822 24	116,984 71
Repairs of telegraph line.....	38,913 13	21,225 26
Repairs of stationary machinery.....	155,720 12	131,920 69
Watching cuts.....	57,654 37	52,276 41
Watching tunnels.....	6,334 25	4,005 10
Watching bridges.....	23,257 57	23,456 73
Pumping water.....	32,951 53	33,858 12
Repairs of locomotives.....	598,384 80	629,086 81
Repairs of passenger cars.....	167,391 26	220,782 78
Repairs of burden cars.....	542,199 58	637,197 84
Cleaning engines and cars.....	131,874 30	132,562 84
Contingent expenses of the machinery department.....	8,282 45	7,022 88
Fuel.....	423,119 16	423,717 18
Preparing fuel and filling tenders.....	58,015 36	50,379 67
Total.....	\$6,675,895 25	\$6,176,801 12
Net earnings.....	\$5,018,060 29	\$4,337,377 85
The working expenses were 58.74 per cent of gross earnings; in 1874 they were 57.08 per cent.		

In comparison with the fiscal year 1874 the gross earnings show a decrease of \$1,179,775 58; and the working expenses a decrease of \$499,094 14—making a decrease in the net profits of \$680,682 44.

During the year the remainder of the first mortgage loan, redeemable in 1875, which was originally \$1,128,500, viz., \$840,250, has been paid. Of the next mortgage loan, which is redeemable in 1880, \$120,500 have been anticipated, leaving \$579,500 to be paid. Of the loan redeemable in 1885, which was originally for \$2,500,000, \$790,000 have been paid in anticipation, leaving to be paid of this loan \$1,710,000. Of the bonds endorsed by the Baltimore and Ohio Railroad Company, under contract of July, 1864, of the North-western Virginia Railroad Company, due in 1885, the original amount having been \$500,000, \$360,000 have been anticipated, reducing the sum unpaid to \$140,000.

The sinking fund for the payment of the loan of the city of Baltimore, which was originally \$5,000,000, increased during the year \$99,220 22, making the payment in advance on account and in reduction of that loan \$1,746,973 42.

The payments on account of the sinking funds for the redemption of the sterling loans due in 1895, 1902 and 1910, during the year amounted to \$405,760, which, at \$1 84 per pound sterling, make £38,834.

The surplus fund of the company on the 30th September, 1875, was \$34,069,791 98. The entire mortgage indebtedness in currency and sterling is \$28,716,334 58. It is thus shown that the surplus fund, representing capital derived from net earning invested in its branch and connecting roads, and in the great improvements that have been continuously constructed on the main stem, which is not represented by either stock or bonds, exceeds the entire mortgage indebtedness of the company \$5,855,457 40.

During the year 1875, 669 12 of the second series of preferred stock, bearing interest at six per cent per annum in currency, have been issued at par. Semi-annual dividends of 5 per cent upon the capital stock were paid on the first of November, 1874, and on the 1st of May, 1875, respectively.

The profit and loss account shows an increase for the past year of \$1,925,631 83.

It is shown by the report of the transportation department that there has been a continued expansion of tonnage of through merchandise east and west, viz: from 752,256 tons in the preceding year to 872,101 tons. For 1873 this traffic was 640,265 tons; for 1872, 557,609 tons, and for 1871, 435,260 tons. Nine hundred and twenty-nine thousand one hundred and forty barrels of flour and 7,342,920 bushels of grain were brought to Baltimore during the fiscal year. The traffic in live stock has been 93,709 tons, showing an increase of 4,437 tons over 1874, and of 6,049 tons over 1873.

The coal trade shows an aggregate of 1,972,087 tons, which includes 452,198 tons for the company's supply. The quantity transported for the public is 1,519,889 tons, showing a decrease compared with 1874 of 258,739 tons, and compared with 1873 of 499,829 tons.

Statement of profit and loss for the years ending September 30:

	1874.	1875.
Balance from previous year.....	\$29,038,181 18	\$32,144,160 15
Net earnings.....	5,018,060 29	4,337,377 85
Straitsville Division.....	648 71	.....
Chicago Division.....	27,195 39	.....
Lake Erie Division.....	.....	88,957 84
Dividends upon Washington Br. stock owned by the Main Stem.....	102,780 00	102,730 00
Increment from the sinking fund.....	108,900 00	99,220 22
House rents.....	14,310 97	15,277 19
	\$34,805,026 54	\$36,787,772 75
Dividends on stock.....	\$1,314,340 00	\$1,314,350 00
Interest and taxes, less int. received.....	409,713 51	585,664 12
Ground rents.....	44,716 97	42,649 33
Central Ohio Division.....	190,218 29	293,072 39
Lake Erie Division.....	11,248 45	.....
Rent of Winchester & Potomac R. R.....	27,000 00	27,000 00
Rent of Washington County Railroad.....	58,960 80	58,960 80
Chicago Division.....	.....	210,167 46
Straitsville Division.....	.....	29,292 05
Rent of Winchester & Strasburg R.R.....	5,229 00	5,229 00
Rent of Washington City and Point Lookout Railroad.....	.....	51,412 50
15 months.....	.....	51,412 50
Rent of Strasburg and Harrisonburg Railroad.....	99,439 37	100,183 12
Balance.....	\$32,144,160 15	\$34,069,791 98
	\$34,805,026 54	\$36,787,772 75

Statement of the liabilities and assets of the Baltimore and Ohio Railroad Company, September 30, 1875:

LIABILITIES.	
Stock.....	\$13,144,100 00
Stock scrip not funded.....	7,882 00
Preferred stock, six per cent.....	4,348,469 12
Loan redeemable in 1880.....	679,500 00
Loan redeemable in 1885.....	1,710,000 00
City loan, originally \$5,000,000 00	.....
Less sinking fund.....	1,746,973 42
	3,253,026 58
Sterling loan redeemable in 1895, £800,000.....	\$3,872,000 00
Less for sinking fund.....	297,736 73
\$4 84 gold.....	473,044 00
	3,398,956 00
Sterling loan redeemable in 1902, £2,000,000.....	\$9,680,000 00
Less for sinking fund.....	297,410 14
\$4 84 gold.....	481,148 00
	9,198,852 00
Sterling loan redeemable in 1910, £2,000,000.....	\$9,680,000 00
Less for sinking fund.....	221,487 12
\$4 84 gold.....	104,000 00
	9,576,000 00
Third mortgage bonds of the North-western Virginia R. R. Co., guaranteed by the Baltimore and Ohio R. R. Co.....	140,000 00
Sterling debentures due in 1876, 1878 and 1880, £800,000 at \$4 84 gold.....	3,872,000 00
Bond for purchase of the interest of the city	



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ASSETS.	
Cost of road and rolling stock	\$23,115,437 08
Second, third and fourth tracks	5,883,778 22
Rolling power	12,106,058 46
Real estate	2,211,478 89
Ohio River Bridges at Benwood and Parkersburg	2,382,480 04
Metropolitan Branch Railroad	3,750,674 98
Baltimore, Pittsburg and Chicago Railway	7,803,279 53
Stock of the Central Ohio Railroad Co., as re-organized	424,822 88
Stock and bonds of the Pittsburg and Connellsville R. R. Co., including purchase for one million dollars of the interest of the city of Baltimore in that company	1,249,368 23
Preferred stock of the Parkersburg Branch R. R. Co.	5,680,684 94
Stocks and bonds, including those of Municipal, Railroad and Steamship Corporations	4,191,214 30
Mortgage bonds of the Marietta and Cincinnati R. R. Co., as re-organized	2,184,032 50
Stock of the Washington County R. R. Co.	766,290 33
Stock and debt of the Winchester and Strasburg R. R. Co.	591,894 79
Stock of the Washington Branch	1,027,800 00
Sinking fund for the redemption of ground rents on Camden Station	101,191 66
Uncollected revenue	639,816 85
Materials on hand in the machinery department	606,360 22
Road department—materials on hand	205,079 31
Balance of outstanding accounts and loans after deducting obligations	3,969,772 12
Cash advanced to the Pittsburg and Connellsville R. R. Co. for payment of its debt, construction and equipment	5,700,104 17
Cash advanced to the Parkersburg Branch R. R. Co.	2,527,965 57
Stock of the Valley Railroad of Virginia	1,000,000 00
Treasurer—Balance on hand in the Treasury, after payment of \$126,300 for interest on the Bonds of the Co., which matures October 1st, 1875	112,168 51
	\$88,181,753 08

WASHINGTON BRANCH.	
Statement of earnings and expenses for the years ending September 30:	
Earnings:	1874. 1875.
Passengers	\$295,178 45 \$275,070 11
Tonnage	78,144 86 71,747 46
Total	\$373,323 31 \$346,817 57
Expenses:	
Repairs of railway	\$111,354 70 \$100,601 17
depots	5,074 13 6,078 04
water station	982 79 305 39
bridges	1,806 70 2,942 17
Pumping water	7,016 04 7,368 70
Total	\$126,034 36 \$117,295 47
Net earnings	\$247,288 95 \$229,522 10

The earnings of 1875 show a decrease as compared with those of the previous year of \$26,505 74; the expenditures charged are \$8,738 89 less—showing a decrease in net earnings of \$17,766 85.

A dividend of five per cent was paid on the 21st

of October, 1874, and a similar dividend on the 17th of April, 1875.

Statement of profit and loss for the years ending September 30:

	1874.	1875.
Balance from prev. yr.	\$737,753 23	\$715,199 05
Net earnings	247,288 95	229,522 10
Total	\$984,942 18	\$944,721 15
Dividends on stock	\$165,000 00	\$165,000 00
Judgment, interests and costs, in Capitation		
Tax case		424,645 67
Purchase of real estate	103,493 13	
Payment on account of annuity	1,250 00	1,000 00
Balance carried to next year	715,199 05	354,075 48
Total	\$984,942 18	\$944,721 15

Statement of the liabilities and assets of the Washington Branch, September 30:

Liabilities:	1874.	1875.
Stock	\$1,650,000 00	\$1,650,000 00
Annuity (principal)	20,000 00	20,000 00
Profit and loss	715,199 05	354,075 48
Total	\$2,385,199 05	\$2,024,075 48

Assets:	1874.	1875.
Road, real estate, &c.	\$1,650,000 00	\$1,650,000 00
Amount due by the B. & O. R. R. Co.	735,199 05	374,075 48
Total	\$2,385,199 05	\$2,024,075 48

## PARKERSBURG BRANCH RAILROAD.

The following is a comparative statement of the earnings and expenses for the years ending September 30:

	1874.	1875.
Passengers	\$198,201 48	\$181,753 41
Tonnage	703,865 05	458,556 46

Total	\$802,066 53	\$640,309 87
Expenses:		
Transportation	\$236,265 63	\$208,586 43
Repairs railway	438,262 22	283,106 01
water stations	9,025 88	2,988 76
telegraph	1,875 85	1,343 72
stationary machinery	15,841 55	8,072 47
locomotives	64,329 16	65,312 13
burden cars	39,415 17	35,618 86
passenger cars	9,753 26	9,479 00
bridges	49,407 68	63,055 79
depots	4,878 97	9,956 94
Pumping water	3,344 80	3,927 30
Losses by accidents, etc.	2,688 85	9,500 29
Fuel, preparing, etc.	46,241 63	37,840 08
General expenses	4,261 71	1,586 00
Cleaning engines & cars	8,210 16	9,182 08
Contingent expenses	180 91	195 11
Taxes	8,770 60	10,468 45
Total	\$942,252 98	\$766,217 87
Deficit	\$140,186 45	\$125,908 00

It will be seen that the earnings were \$161,756 66 less than in 1874, while the expenses decreased \$176,035 11—showing an improvement, as compared with 1874, of \$14,278 45.

The aggregate earnings of the Main Stem (including the Winchester and Potomac, Winchester and Strasburg, the Strasburg and Harrisonburg, the Washington County, and the Metropolitan Branch Roads, and the Washington City and Point Lookout Railroad) of the Washington Branch and Parkersburg Branch, for the years ending September 30, 1874 and 1875, were as follows:

	1874.	1875.
Main Stem, etc.	\$11,693,955 55	\$10,514,178 97
Washington Branch	373,323 31	346,817 57
Parkersburg Branch	802,066 53	640,309 87

Totals \$12,869,345 39 \$11,501,306 41

The aggregate expenses of operating and repairs were as follows:

	1874.	1875.
Main Stem, etc.	\$6,875,895 26	\$6,176,801 12
Washington Branch	126,034 36	117,295 47
Parkersburg Branch	942,252 98	766,217 87

Totals \$7,744,182 60 \$7,060,314 46

And the aggregate net earnings, after deducting the cost of operating and repairs, as follows:

	1874.	1875.
Main Stem, etc.	\$5,018,060 29	\$4,337,377 85
Washington Branch	247,288 95	229,522 10
Parkersburg Branch	140,186 45	125,908 00

Totals \$5,125,162 79 \$4,440,991 95

\* Deficit.

—showing a decrease in the gross earnings of \$1,368,038 98; with a decrease in expenses of \$683,868 14—making the decrease in net earnings \$684,170 84.

The earnings of the Chicago Division for the fiscal year were \$959,164 23, and the expenses \$1,169,331 69, showing a deficit of \$210,167 46.

The earnings of the Lake Erie Division for the same time were \$871,343 34, the expenses \$608,036, and the net earnings \$263,307 34.

The earnings of the Central Ohio Division were \$880,772 31, the expenses \$605,574 39, and the net earnings \$275,197 92.

The earnings of the Wheeling, Pittsburg and Baltimore Railroad were \$48,321 48, the expenses \$47,784 96, and the net earnings \$536 52.

The earnings of the Newark, Somerset and Straitsville Railroad were \$183,330 79, the expenses \$157,623 60, and the net earnings \$25,707 19.

The gross revenue of the Main Stem and Branches, including the Central Ohio, Chicago and Lake Erie Divisions, the Wheeling, Pittsburg and Baltimore, and the Newark, Somerset and Straitsville Railroads, is thus shown to be \$14,444,238 56, the expenses \$9,908,665 10, and the net earnings \$4,535,573 46. The aggregate working



third class. On the Central Ohio Division there were 31, and on the Lake Erie Division 9—making a total of 558.

The number of cars in service at the commencement of the year on the Main Stem was 11,559; to which there were added in 1874, 214—making the total at the close of the year, 11,803; of these 203 were passenger, 40 baggage, etc., 13 postal, 2 pay, 10 officers, 6 palace, 1 compartment, 6 sleeping, 9 emigrant, 6 combination, 11,507 tonnage, stock, coal and other cars. There were also on the Central Ohio Division 10 passenger, 8 baggage and 341 freight cars; and on the Lake Erie Division 10 passenger, 9 baggage, and 210 freight cars—making a total of 12,409.

The mileage of engines in 1874 and 1875 was as follows:

	1874.	1875.
Main Stem.....	9,858,751	9,671,791
Washington Branch.....	649,107	745,148
Parkersburg Branch.....	1,270,279	1,195,760
Total.....	11,778,137	11,612,699

#### Boston and Maine Railroad.

The Massachusetts Supreme Court has just rendered a decision for the Boston and Maine Railroad against the Portland, Saco and Portsmouth Railroad Company, by which the former company will be benefited to the extent of upward of \$500,000.

The case was an action of contract brought to recover the sum of \$566,194 84, alleged to be due from the defendant to the plaintiff, under the provisions of a contract in writing made by the defendant, as party of the first part, and the plaintiff and the Eastern Railroad Company party of the second part. The plaintiff alleged that on the first day of April, 1847, the plaintiff and the Eastern Railroad Company entered upon and undertook the agency under the contract, and continued to carry on the same until the contract was terminated under the provisions thereof, on January 31, 1871.

It was further alleged that the plaintiff and the Eastern Railroad Company in all respects fully kept and performed the terms of the contract, and at all times kept the railroad and property of the defendant in good order and condition, and that at the termination of the contract there was no deterioration in said railroad and property or any part thereof.

It was claimed that the plaintiff and the Eastern Railroad during the continuance of the contract made great additions, improvements and betterments, up to and upon the defendant's railroad and property giving an additional value thereto, at the time the contract was terminated, and paid the cost thereof at the amount of \$963,731 90, no part of which has been reimbursed under the provisions of the contract.

Since the termination of the contract the plaintiff claims that a settlement has been made with the Eastern Railroad by the defendant, and subsequently a new contract was made between the defendant and the Eastern road by which the latter had the exclusive management of the Portland, Saco and Portsmouth Railroad, and enjoyed all its receipts and earnings. Under the new contract the plaintiff claimed that the defendant had settled all claims of the Eastern Railroad upon the contract declared on; or that said Eastern Railroad had thereby waived all such claims.

The full amount claimed by the plaintiff for its share of the improvements, &c., made on the P. S. and P. R. R. under the contract of 1847 was \$481,867 95, with interest since January 31, 1871, the time when the contract was terminated, this sum being one half the additional value given to the defendant's railroad and property at the time the contract terminated.

The defendant set up in answer that the plaintiff could not maintain this action without joining the Eastern Railroad as plaintiff in the suit, and thereupon the plaintiff filed a replication alleging that before the action was brought it had requested the Eastern Railroad to join in the suit as party plaintiff, but that the Eastern Railroad refused so to do.

At a hearing before Judge Devenes it was agreed that the case should be sent to the full bench on the question whether the plaintiff could alone maintain an action for its share of any sum found to be due under the contract; and with an understanding that if the action could be maintained then it should stand for trial, after having been sent to an auditor.

The rescript of the full Court has been sent down and is as follows: "Case referred to an auditor. The defendant having settled with the Eastern Railroad Company, this action may be maintained by the plaintiff alone."

#### Quincy Mining Company.

From the report of this company for the year 1875, we learn that the shipment of the season was 3,409,395 pounds of mineral, which has been smelted at Detroit, and yielded about 82 per cent, or 2,798,281 pounds of refined copper.

The product of the mine for the year, as prepared for shipment, was 3,527,315 pounds, or 1,768 1315-2000 tons of mineral of the following descriptions, namely: stamp copper, 3,435,395 lbs; mass copper, 91,920 lbs; total, 3,527,315 lbs—for which, estimating only the product left over at the mine at 80 per cent yield, and 19 cents per pound, has been realized the gross sum of \$652,397 86; realized from sales of silver, \$770 22; total, \$653,158 08.

The expenses of the year are as follows:

Running expenses at mine.....	\$371,564 02
Building and construction account.....	15,251 43
Other expenses.....	70,001 21
Total.....	\$456,816 66
Which, deducted from gross earnings.....	653,158 08
Leaves as mining profit.....	\$196,351 42
There has also been realized during the year, from interest on loans.....	6,716 80
From sales of real estate, "Hancock".....	9,574 07
From account against Holmes & Lissberger, being 15 per cent received in settlement.....	4,323 00
Total.....	\$216,964 79

The statement of assets and liabilities in our last report showed a balance of assets on hand, as of date Jan. 1, 1875.....

1875.....	\$488,044 85
Add earnings of 1875.....	216,964 79
Total.....	\$705,009 14
Deduct dividend of February 15, 1875.....	\$160,000 00
Deduct dividend of August 1, 1875.....	60,000 00
Total.....	220,000 00
Making balance of assets Jan. 1, 1876.....	\$485,009 14

#### Pittsfield and North Adams Railroad.

At an adjourned meeting of the stockholders of the Pittsfield and North Adams Railroad Corporation, held on the 2d inst., it was voted that the directors of the company be authorized to sell the property and franchise of the corporation to the Boston and Albany Railroad Company for a sum equal to 95 per cent. of the capital stock of the company, provided said sum is paid on July 1, 1876, in addition to the dividend of 8 per cent. due. Provided also that the Boston and Albany Railroad Company give up all claims for charges, taxes and effects of every kind against the company.

It was also voted that if further legislation should be found necessary to carry the above vote into effect, that the directors have power to extend the lease for one year from July 1, 1876, on the same terms.

#### Statement of the Public Debt of the United States, March 1, 1876.

DEBT BEARING COIN INTEREST.	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	\$299,000 00	\$2,166 67
6 per cent. 1881 bonds, 1861.....	18,416,000 00	184,160 00
6 per cent. 1881 bonds, (Oregon,) 1861.....	945,000 00	9,450 00
6 per cent. 1881 bonds, 1861.....	189,321,350 00	1,893,213 50
6 per cent. 1881 bonds, 1863.....	75,000,000 00	750,000 00
5 per cent. 10-40 bonds, 1864.....	194,566,300 00	4,864,157 50
6 per cent. 5-20 bonds, 1865.....	150,588,650 00	3,011,773 00
6 per cent. consols, 1865.....	202,663,100 00	2,026,631 00
6 per cent. consols, 1867.....	310,622,750 00	3,106,227 50
6 per cent. consols, 1868.....	37,473,800 00	374,738 00
6 per cent. funded loan of 1881.....	503,068,450 00	2,696,976 67

Aggregate of debt bearing coin interest.....	\$1,682,884,400 00	\$18,317,984 04
Interest due and unpaid.....		11,517,355 86

DEBT BEARING INTEREST IN LAWFUL MONEY.	Amount Outstanding.	Accrued Interest.
3 per cent. navy pension fund, 1868.....	\$14,000,000 00	\$70,000 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837.....	\$67,665 00	\$67,174 51
5 per cent. Mexican indemnity stock, 1840.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,400 00	216 55
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
5 per cent. bonds, of 1858.....	15,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862.....	2,564,750 00	49,434 12
6 per cent. 5-20 bonds, called March, 1864.....	21,200 00	1,635 19
6 per cent. 5-20 bonds, called June, 1864.....	13,338,000 00	249,568 83
6 per cent. 5-20 bonds, called 1865.....	1,355,550 00	24,186 31
1-10 to 6 per cent. treasury notes, prior to 1840.....	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1840.....	6,000 00	206 00
6 per cent. treasury notes, 1847.....	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	1,900 00	105 00
6 per cent. treasury notes, 1861.....	3,150 00	378 00
7-10 per cent. 3 years' treasury notes, 1861.....	17,050 00	1,198 43
5 per cent. 1 year notes, 1863.....	62,705 00	3,147 35
5 per cent. 2 year notes, 1863.....	45,450 00	2,825 68
6 per cent. compound interest notes, 1863-64.....	340,320 00	68,929 92
7-10 per cent. 3 years' treasury notes, 1864-65.....	188,100 00	13,574 09
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	3,060 00	256 05
3 per cent. certificates called.....	5,000 00	394 31

Aggregate of debt on which interest has ceased since maturity.....	\$18,182,080 28	\$486,541 75
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DEBT BEARING NO INTEREST.	Amount Outstanding.	Accrued Interest.
Demand notes, 1861-62.....	\$58,452 50	.....
Legal tender notes, 1862-63.....	370,943,392 00	.....
Certificate of deposit.....	38,945,000 00	.....
Fractional currency, 1863-64.....	45,120,132 47	.....
Coin certificates, 1863.....	32,915,000 00	.....
Unclaimed interest.....		20,144 84

Aggregate of debt bearing no interest.....	\$437,091,976 97	\$20,144 84
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## RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$964,999,850 00	
Bonds at 5 per cent.....	697,884,750 00	
	\$1,662,884,600 00	\$29,835,339 90
Debt bearing interest in lawful money, viz:		
Navy pension fund, 3 per cent.	14,000,000 00	70,000 00
Debt on which interest has ceased since maturity.....	18,182,080 26	488,541 73
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	\$371,011,844 50	
Certificates of deposit.....	38,045,000 00	
Fractional currency.....	45,120,132 47	
Coin Certificates.....	32,915,900 00	
	\$487,091,976 97	
Unclaimed interest.....		20,144 84
	\$2,202,158,467 23	\$30,412,026 47
Total debt, principal and interest, to date, including interest due and unpaid.....	\$2,232,570,483 70	
AMOUNT IN TREASURY.		
Coin.....	\$76,357,772 75	
Currency.....	9,629,404 17	
Special deposit held for redemption of certificates of deposit as provided by law.....	33,045,000 00	
	\$117,616,176 90	
Debt, less amount in Treasury, Mar 1, 1876.....	\$2,114,960,306 80	
Debt, less amount in Treasury, on the 1st ult.	2,118,233,039 80	
Decrease of debt during the past month.....	\$3,272,733 00	
Decrease of debt since June 30, 1875.....	13,728,419 52	
BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES.		
INTEREST PAYABLE IN LAWFUL MONEY.		
	Amount Outstanding.	Interest not paid.
Central Pacific bonds, 1862-64.....	\$25,885,120 00	\$258,851 20
Kansas Pacific bonds, 1862-64.....	6,303,000 00	63,030 00
Union Pacific bonds, 1862-64.....	27,236,512 00	272,365 12
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	16,000 00
Western Pacific bonds, 1862-64.....	1,970,560 00	19,705 60
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	16,233 20
Totals.....	\$64,623,512 00	\$646,235 12
Interest paid by United States, \$30,141,513 08; interest repaid by transportation of mails, &c., \$6,724,317 92; balance of interest paid by United States, \$23,417,195 14.		

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, February 29, 1876.

B. H. BRISTOW,  
Secretary of the Treasury.

Workmen are now engaged at the shops of the Philadelphia and Reading Railroad Company, at Pottstown, in making models of the bridges which have been erected by the company on their road. The models are 17 feet long and about two feet high. One is a truss bridge of Foreman's patent, and the other is a "bow spring." When completed, the models are to be placed on exhibition at the Centennial.

The Baxter Steam Canal Boat Transportation Company's report to the State engineer of New York of their business in 1875 place their freight receipts at an average of \$883 86 per round trip of twenty five days, and the running expenses per boat at \$305 per month. The average running time per round trip was thirteen days.

The Virginia House of Delegates on the 28th of February passed to engrossment the James River and Kanawha bill. It provides for the extension of the canal from Buchanan to Craig's creek and the construction of a railroad from Craig's creek to Clifton Forge. Convict labor is to be largely employed in the proposed extension.

The annual meeting of the stockholders of the Pennsylvania Railroad Company will be held in Musical Fund Hall, Philadelphia, Tuesday, March 14, 1876.

## Census of Massachusetts.

Massachusetts makes an enumeration of its population every ten years, and intermediate with the United States enumerations. The census for 1875 has been recently published and shows the following results:

## POPULATION, ETC., BY COUNTIES.

Counties.	Dwellings.	Families.	Inhabitants.
Barnstable .....	7,840	8,333	32,144
Berkshire .....	12,023	14,167	68,265
Bristol .....	19,723	23,557	131,052
Dukes .....	1,070	1,135	4,071
Essex .....	38,281	50,148	223,332
Franklin .....	6,877	7,854	33,696
Hampden .....	13,028	19,987	94,898
Hampshire .....	8,254	9,594	44,818
Middlesex .....	49,772	60,714	284,072
Nantucket .....	1,008	938	3,201
Norfolk .....	16,287	19,456	88,239
Plymouth .....	14,447	16,362	69,352
Suffolk .....	47,006	75,461	364,880
Worcester .....	33,057	46,245	210,242
Total .....	267,223	358,951	1,651,652

Of the dwelling houses 255,518 were occupied and 11,705 unoccupied. Of the population 794,284 were males and 857,368 females. The number of legal voters was 449,633, of which 69,267 were naturalized foreigners. The number of aliens was 78,691. The excess of females over males is remarkable, being 68,084, or 7.9 per cent.

## POPULATION OF CITIES.

There are nineteen cities in the State aggregating 836,781 inhabitants. The cities rank as follows:

Boston .....	341,919	Somerville .....	21,868
Lowell .....	49,677	Chelsea .....	20,695
Worcester .....	49,265	Taunton .....	20,429
Cambridge .....	47,838	Gloucester .....	16,754
Fall River .....	45,340	Holyoke .....	16,260
Lawrence .....	34,907	Newton .....	16,105
Lynn .....	32,600	Haverhill .....	14,628
Springfield .....	31,053	Newburyport .....	13,323
Salem .....	25,953	and	
New Bedford .....	25,876	Fitchburg .....	12,289

The proportion of urban population to the rural is 50.66 per cent.

The Revere and Everett Railroad Company has been organized under the general laws. The route for the proposed road is to commence at the Boston, Revere Beach and Lynn Railroad in Revere, at or near the easterly end of Beach street, and run westerly to the town of Everett, near Woodlawn Cemetery, there to connect with the proposed Boston, Lawrence and Haverhill Railroad. The gauge is to be three feet, and the capital stock is fixed at \$20,000. The length of the road is about three miles. Ensign Kimball was elected President; William T. Hall, Treasurer; and James O. Young, Clerk, all of Revere. A portion of the stock has already been subscribed.

The construction of the Royal Albert bridge across the St. Lawrence, near St. Helen's Island, is looked upon by many in Montreal as a necessity. Several prominent gentlemen in that city have decided to form a company to carry out the work. It is claimed that the North Shore, and the Ottawa and Western Railways, should have continuous connection with lines south of the river.

The tracklayers on the Scioto Valley railroad were within about three miles of Circleville, on the 4th inst. They expected to reach Circleville by the 10th.

## James Gordon Bennett's Special Train.

The Rochester Express of March 1st says that Mr. Bennett's special train passed through that city at 43 minutes passed 9 that morning at a lively rate of speed, and then adds:

The locomotive, 110, which drew the special was in charge of Jas Wood, one of the best engineers on the road. It will be seen by the following that the average running time between the Falls and Syracuse was nearly one mile a minute. The distance is 157 miles, and it was made in 165 minutes—158 minutes running time. The distance from Niagara Falls to this city is seventy-six miles. It was made in one hour and nineteen minutes, including a stop for water at Eagle Harbor of three minutes, and at Palmyra of four minutes. The running time from the Falls was exactly one mile a minute. The time made from Rochester to Syracuse was eighty-two minutes. The engineer was to get \$1,000 if he made the distance in sixty-two minutes, which would have been the best time ever made.

At a recent meeting of the Kingston and Pembroke (Ca.) Railway Co., Mr. Gildersleeve was re-elected President, and J. Fraser Vice President. The report gave the expenditure of last year as \$128,559, which with what was formerly incurred makes the total outlay up to the close of December \$916,916. The line is now completed to the north side of Shabbot Lake over 45 miles from Kingston, and it is intended to open it for regular traffic some time in the spring. The directors are eager to extend the road to the Mississippi river; and to aid 16 miles of this part the Legislature has granted \$3,750 per mile.

The annual report of the Pennsylvania Railroad Company for 1875 shows that the gross earnings of the company (all lines) were \$58,096,865 91; gross expenses, excluding rentals, interest, dividends, etc., \$38,574,140 91; net earnings \$21,522,724 95. The report states that the company is now, for the first time in its history, (twenty-nine years,) without any floating debt, and had on deposit to its credit on January 1, 1876, a total of \$4,924,298 58.

The Supreme Court of the United States having decided that the assessment upon dividends of the stock of the Illinois Central Railroad Company was illegal, so far as the non-resident and alien stockholders were concerned, the Government will refund the tax collected, amounting to \$173,000. There will be deducted from the amount, however, over \$50,000, still due for back taxes.

Riehl Bros. have opened waterrooms on 4th st., above Chestnut, Phila., with a large assortment of scales, beams, etc., to meet the requirements of their customers who cannot visit their works. See advertisement.

A certificate of incorporation of the East Toledo Street Railway Company has been filed with the Secretary of State of Ohio by J. M. Lewis and others. Capital stock \$60,000, in shares of \$50.

The earnings of the Rome, Watertown and Ogdensburg Railroad Company in January, 1876, were \$80,727 92, against \$67,504 48 in January, 1875, an increase of \$13,223 44.

The first train passed over the Delaware and Bond Brook Railroad, from Philadelphia to New York, on the 6th inst.



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding	Dividend Periods	Last Dividend Payable	Marked thus (*) are leased roads.	Stock outstanding	Dividend Periods	Last Dividend Payable	Marked thus (*) are leased roads.	Stock outstanding	Dividend Periods	Last Dividend Payable		
Albany and Susq. ....	18,280,000	J. & J.	Jan. '76 31	Long Island .....	50	3,000,000	M. & S.	May '73 10	Vermont and Mass. ....	100	1,800,000	A. & O.	Oct. '75 2
Atlantic and West Point ..	1,232,200	J. & J.	July '75 3	Louisv., Cin. and Lex. ..	50	1,623,483	J. & J.	July '69 3	Warren (N. J.) .....	100	1,800,000	A. & D.	Dec. '75 3
Atlantic and Gulf .....	8,093,200	—	—	Louisv., N. Alb. & Ohl. ..	50	848,700	J. & J.	Jan. '74 4	Westchester & Phil. pref. ....	100	223,000	A. & O.	Apr. '72 24
Atlantic and St. Law. ....	38,494,900	M. & N.	Nov. '73 34	Louisville & Nashville ..	100	9,890,000	F. & A.	Feb. '74 4	West Jersey .....	100	821,300	J. & J.	Jan. '76 4
Atlantic and St. Law. ....	1,500,000	—	—	Lowell and Lawrence .....	100	200,000	A. & O.	Apr. '75 3	Winchester & Potomac ..	100	1,558,750	F. & A.	Feb. '74 4
Avon, Genesee & Mt. M. ....	225,000	A. & O.	Jan. '75 —	Lykens Valley .....	100	600,000	F. M. A. N.	Aug. '75 24	Winchester & Strasburg ..	100	500,000	J. & J.	July '75 31
Baltimore and Ohio .....	13,151,962	M. & N.	Nov. '75 5	Macon and Western .....	100	2,500,000	J. & J.	July '73 5	Worcester and Nashua ..	75	1,789,800	J. & J.	Jan. '76 31
Washington Br. ....	1,550,000	A. & O.	Apr. '75 5	Maine Central .....	100	3,400,500	—	—					
Berkshire .....	600,000	quarterly	Jan. '76 1	Manchester and Law. ....	100	1,000,000	M. & N.	Nov. '75 5					
Bloomburg & Corning. ....	350,000	J. & D.	Dec. '72 3	Marquette & Cincinnati ..	50	1,408,912	—	—					
Boston and Albany .....	20,000,000	M. & N.	Nov. '75 5	— " 1st pref. ....	50	3,130,719	M. & S.	Sep. '66 3	Albany City .....	100	110,300	—	—
Bos., Cin. & Fitchb. pref. ....	1,172,000	—	—	— " 2d pref. ....	50	4,460,386	M. & S.	Sep. '66 3	Baltimore City .....	25	800,000	—	—
Agricultural Br. guar. ....	80,000	J. & D.	Dec. '75 3	Massachusetts .....	100	400,000	F. & A.	Feb. '75 3	Bleeker st. & F. Y. (N.Y.) ..	100	900,000	—	—
Bos., Conn. & Mont. pref. ....	800,000	M. & N.	May '75 3	Memphis & Charleston ..	25	5,212,725	J. & D.	Jan. '69 3	Boston and Chelsea .....	100	110,000	A. & O.	Oct. '75 4
Boston and Lowell .....	3,200,000	J. & J.	Jan. '75 3	Michigan Central .....	100	18,735,204	J. & J.	Jan. '73 4	Broadway (Brooklyn) ..	100	200,000	J. & J.	Jan. '75 5
Boston and Maine .....	6,921,274	M. & N.	Nov. '75 4	Mill Creek & Minehill ..	50	323,375	J. & J.	Jan. '75 5	Broadway & 7th Av. (N.Y.)	100	1,100,000	J. & D.	Jan. '75 5
Boston and Providence ..	4,000,000	M. & N.	Nov. '75 4	Millwaukee and St. Paul ..	100	15,899,281	J. & J.	Dec. '70 7	Brooklyn City & Newt. ....	100	1,500,000	F. M. A. N.	Aug. '75 3
Bost. Revere B. & Lynn ..	350,000	quarterly	Mar. '76 2	— " pref. ....	100	12,274,433	F. & A.	Aug. '74 31	Brooklyn and Jamaica ..	100	600,000	J. & J.	July '70
Buffalo, N. Y. and Erie ..	950,000	F. & A.	Aug. '74 24	M. Hill & Schuyl. Hav. ..	50	3,855,450	J. & J.	Jan. '76 3	Brooklyn City & Newt. ....	100	458,100	—	—
Burlington and Mo. Riv. ....	5,254,303	M. & S.	Sep. '75 5	Morris and Essex .....	50	14,008,100	J. & J.	Jan. '76 3	Brooklyn and Jamaica ..	100	302,000	J. & J.	July '71 31
Camden and Amboy .....	1,435,900	M. & S.	Sep. '75 5	Nashua and Lowell .....	100	800,000	M. & N.	Nov. '74 4	Cambridge (Brooklyn) ..	100	800,000	A. & O.	Oct. '75 4
Camden and Atlantic .....	877,400	quarterly	Jan. '76 2	Naugatuck .....	100	1,882,900	F. & A.	Aug. '75 5	Can. Park N. & E. Riv. ....	100	1,003,400	A. & O.	Oct. '75 4
— " pref. ....	838,469	quarterly	Jan. '76 2	Nequaquon Valley .....	50	1,000,000	M. & S.	Mar. '76 5	Citizens' (Phil.) .....	50	500,000	J. & J.	Jan. '76 9
Cape Cod .....	1,020,330	J. & J.	Jan. '72 24	Newark and N. York .....	100	977,400	J. & J.	Jan. '75 3	Citizens' (Pbg.) .....	50	290,000	M. & N.	Nov. '71 7
Cape May and Millville ..	447,000	J. & D.	June '75 5	N. Bedford .....	100	1,978,500	M. & N.	Nov. '75 4	Coney Island & Brookl. ....	100	400,000	—	—
Canaan & Foggelsv. ....	50	—	—	N. Castle & Beaver Val. ..	50	1,300,000	quarterly	Jan. '76 24	D. Dock, E. B'dw. & Bat. ....	100	1,200,000	F. M. A. N.	Aug. '75 2
Catawissa .....	1,159,500	M. & N.	Nov. '75 2	N. Haven & Northamp. ....	100	606,000	quarterly	Oct. '74 3	Eighth Avenue (N.Y.) ..	100	1,000,000	J. & J.	Jan. '75 6
— " pref. ....	2,200,000	M. & N.	Nov. '75 2	New Jersey .....	100	7,295,200	quarterly	Jan. '76 24	Elizabeth and Newark ..	100	200,000	—	—
— " 2d pref. ....	1,000,000	M. & N.	Nov. '75 2	New London Northern ..	100	1,418,800	quarterly	Jan. '76 2	42nd St. & G. St. Ferry ..	100	748,000	M. & N.	May '75 5
Cayuga and Susq. ....	889,110	J. & J.	July '75 4	N.Y. Cen. & Hudson Riv. ..	100	89,428,330	quarterly	Apr. '76 2	Frank & Southw. (Ph.) ..	50	491,750	J. & J.	Jan. '75 5
Cedar Rapids & Mo. Riv. ..	6,850,400	F. M. A. N.	Feb. '76 1	New York and Harlem .....	100	5,500,000	J. & J.	Jan. '76 4	Germantown (Ph.) .....	100	1,000,000	J. & J.	Jan. '76 4
— " pref. ....	700,000	F. & A.	Feb. '76 31	— " pref. ....	100	1,500,000	J. & J.	Jan. '76 4	Girard College (Ph.) .....	50	500,000	J. & J.	July '71 3
Central of Georgia .....	4,660,800	J. & J.	July '75 3	N. Y., N. H. & Harl. ....	100	15,500,000	J. & J.	Jan. '76 6	Grand St. and Newton ..	100	170,000	J. & J.	Jan. '76 4
Central of New Jersey .....	20,000,000	quarterly	Jan. '76 24	N. Y. Provid. & Boston ..	100	2,500,000	quarterly	Jan. '76 24	Green & Coates St. (Ph.) ..	50	500,000	J. & J.	Jan. '76 4
Central Ohio .....	2,435,000	J. & D.	Dec. '75 3	Nieg. Bridge & Canand ..	100	1,000,000	J. & J.	Jan. '76 3	Heston, Mantau & Fairm. ....	100	2,050,000	J. & J.	Jan. '75 1
— " pref. ....	400,000	J. & D.	Dec. '75 3	North Carolina .....	100	4,900,000	Irregular	Jan. '75 3	Highland .....	100	200,000	M. & N.	Nov. '75 4
Central Pacific .....	54,275,500	A. & O.	Oct. '75 4	N. Eastern (S. C.) pref. ....	100	96,000	M. & N.	May '67 4	Lomb. & South Sta. (Ph.) ..	25	105,000	A. & O.	Oct. '71 6
Chesapeake .....	1,880,000	quarterly	July '75 14	North Pennsylvania .....	50	3,806,500	F. & A.	Feb. '76 3	Lynn and Boston .....	100	200,000	—	—
Chesapeake preferred .....	1,155,300	J. & J.	July '75 2	Northern Central .....	50	5,842,000	—	—	Malden and Melrose .....	100	200,000	—	—
Chicago and Alton .....	9,929,900	M. & S.	Mar. '76 4	Northern N. Hampsh. ....	100	3,063,400	J. & D.	Dec. '75 24	Metropolitan (Boston) ..	50	1,500,000	J. & J.	Jan. '76 4
— " pref. ....	2,435,400	M. & S.	Mar. '76 4	Northern New Jersey ..	100	1,000,000	J. & J.	July '74 4	Middlesex (Boston) .....	100	400,000	M. & N.	Nov. '75 3
Chicago, Burl. & Quincy ..	27,492,900	M. & S.	Mar. '76 3	Norwich & Worcester ..	100	2,604,400	J. & J.	Jan. '78 5	Ninth Avenue (N. Y.) ..	100	797,320	—	—
Chicago, Iowa & Nebras. ....	3,916,200	J. & J.	Jan. '76 5	Ogdensb. & L. Champ. ....	100	2,077,000	J. & J.	Jan. '76 2	Orange and Newark .....	100	282,555	—	—
Chicago & N. Western .....	14,304,000	J. & D.	Dec. '75 3	— " pref. ....	100	2,000,000	A. & O.	Oct. '75 4	Philadelphia City .....	50	750,000	J. & J.	Jan. '76 5
— " pref. ....	21,435,653	J. & J.	July '75 34	Ohio and Mississippi .....	100	20,000,000	quarterly	Mar. '75 31	Philadelphia and Darby ..	20	200,000	J. & J.	July '71 2
Chicago, R. I. & Pacific .....	25,000,000	A. & O.	Oct. '75 4	— " pref. ....	100	4,080,000	J. & D.	Mar. '75 31	Phila. and Grey's Ferry ..	50	234,776	J. & J.	Jan. '76 24
Cin., Ham. & Dayton .....	8,500,000	A. & O.	Apr. '75 4	Oil Cr. & Allegheny R. ....	50	6,289,450	quarterly	Jan. '74 8	Pbg. Alleg. & Manchester ..	20	200,000	M. & N.	Nov. '69 8
Cin. Band. and Cleve. ....	2,980,550	M. & N.	—	Old Colony .....	50	6,733,800	J. & J.	Jan. '76 3	Second Avenue (N.Y.) ..	100	988,100	J. A. J. O.	July '75 2
— " pref. ....	418,150	M. & N.	—	Oswego and Syracuse .....	100	492,400	F. & A.	Feb. '76 4	Second & Third St. (Ph.) ..	10	982,100	J. & J.	July '75 5
Clerk, Col. Cin. & Ind. ....	14,091,275	F. & A.	Feb. '76 3	Pacific of Missouri .....	100	3,635,750	quarterly	July '75 1	17th & 19th streets (Ph.) ..	50	500,000	J. & J.	July '74 2
Cleveland & Mahoning .....	2,057,578	M. & N.	May '74 3	Panama .....	100	7,000,000	quarterly	Jan. '76 3	Sixth Avenue (N. Y.) ..	100	750,000	M. & N.	Nov. '74 5
Cleveland & Pittsburgh ..	11,234,150	F. M. A. N.	Feb. '76 1	Paterson and Hudson .....	100	632,000	J. & J.	Jan. '76 4	Third Avenue (N. Y.) ..	100	1,170,000	F. M. A. N.	Nov. '75 24
Col. Ohio & Ind. Cen. ....	13,000,000	—	—	Paterson and Newark .....	100	250,000	J. & J.	Jan. '76 4	13th & 15th street (Ph.) ..	50	1,000,000	J. & J.	Jan. '75 4
Columbus and Xenia .....	1,786,800	M. J. S. D.	Mar. '76 2	Paterson and Ramapo .....	100	248,000	J. & J.	Jan. '76 4	23d street (N. Y.) .....	100	600,000	J. & J.	Jan. '75 4
Colum													



## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Atlantic &amp; Pacific:</b>													
1873.....	319,648	354,941	473,838	432,217	418,546	374,769	383,955	451,528	502,087	468,671	397,485	397,729	4,948,673
1874.....	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,864	498,413	539,400	406,900	.....	.....
<b>Central Pacific:</b>													
1872.....	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,628	1,254,689	1,285,567	1,293,957	1,037,992	12,734,729
1873.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,302	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	1,116,366	13,919,394
1874.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	1,370,334	14,592,814
1875.....	936,933	906,159	1,136,264	1,366,984	1,798,468	1,738,370	1,536,225	1,553,014	1,567,622	1,615,974	1,508,000	1,200,000	16,891,019
1876.....	961,000	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Chicago and Alton:</b>													
1873.....	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156,326
1874.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1875.....	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,042	560,950	416,544	364,725	5,126,228
<b>Chicago and Northwestern:</b>													
1871.....	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872.....	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873.....	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,337	1,520,638	1,516,563	1,075,908	1,052,915	13,816,468
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,865,726	1,030,027	13,361,689
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	.....	.....	.....	.....	.....	.....	.....	.....
<b>Chicago, Mil. &amp; St. Paul:</b>													
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,283	8,953,017
1875.....	466,101	323,273	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1876.....	527,000	518,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Clev., Col., Cin. &amp; Ind.:</b>													
1872.....	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,693	327,804	322,596	4,887,448
1874.....	379,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	325,399	4,248,606
<b>Erie:</b>													
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,759	1,704,374	1,392,615	18,694,096
1873.....	1,326,505	1,329,423	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585	19,548,617
1874.....	1,455,210	1,286,511	1,430,911	1,556,922	1,646,139	1,648,988	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551	18,136,787
1875.....	1,164,975	1,101,631	1,074,743	1,423,386	1,556,521	1,570,470	1,534,098	1,497,529	1,538,089	.....	.....	.....	.....
<b>Illinois Central:</b>													
1872.....	637,430	531,637	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,096,754
1873.....	602,241	597,429	660,759	553,912	635,459	742,601	684,840	769,748	894,485	797,121	636,039	703,692	8,288,325
1874.....	583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875.....	591,031	481,681	595,519	610,459	604,881	602,505	715,899	613,446	718,101	816,508	773,092	679,434	7,802,556
1876.....	588,446	608,126	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Kansas Pacific:</b>													
1872.....	189,606	191,738	300,783	322,875	341,843	332,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873.....	150,567	194,766	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874.....	170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....	.....
<b>Lake Shore &amp; Mich. South'n:</b>													
1870.....	899,289	1,003,887	1,168,963	1,177,878	1,099,494	1,042,301	908,397	1,182,303	1,242,956	1,294,124	1,262,917	1,226,737	13,509,236
1871.....	1,090,039	1,082,556	1,320,092	1,225,281	1,201,783	1,148,481	1,140,388	1,304,253	1,377,553	1,410,867	1,353,362	1,243,594	14,998,449
1872.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,699,935
1873.....	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,509
1874.....	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,966	17,146,131
<b>Marietta &amp; Cincinnati:</b>													
1875.....	152,805	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1876.....	167,256	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Michigan Central:</b>													
1871.....	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,082	587,434	507,050	5,940,102
1872.....	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,603,117
1873.....	379,836	440,261	567,314	556,180	542,058	480,028	457,853	459,330	617,291	537,031	506,804	552,548	6,082,534
1874.....	555,709	438,037	487,871	551,932	492,284	468,908	413,302	484,792	552,484	609,888	525,480	481,568	6,129,556
1875.....	423,475	372,988	513,564	480,280	455,209	.....	.....	.....	.....	.....	.....	.....	.....
1876.....	518,567	548,669	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Mo. Kan. &amp; Texas:</b>													
1873.....	200,639	234,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,331
1874.....	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	.....	.....	.....	.....
1875.....	198,099	204,539	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1876.....	256,459	254,722	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Ohio and Mississippi:</b>													
1872.....	272,472	239,733	290,710	276,290	280,533	263,290	232,286	304,083	356,194	408,254	319,024	283,836	3,526,695
1873.....	283,605	291,630	338,725	339,709	307,530	290,470	271,314	300,895	379,105	323,532	265,242	264,920	3,612,667
1874.....	266,039	243,167	304,842	296,665	268,807	292,546	282,642	311,140	366,131	382,544	398,575	297,678	3,354,776
1875.....	245,989	244,983	309,908	273,441	257,971	256,772	.....	.....	.....	.....	.....	.....	.....
1876.....	315,795	293,039	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Philadelphia and Reading:</b>													
1871.....	506,367	423,045	644,506	688,878	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,600,664
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	1,049,136	



## NATIONAL AND STATE SECURITIES.

National Securities, latest dates.								Amounts outstanding.								Interest.			



Asterisk (\*) affixed to rate of Interest signifies "Payable in Coln."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	\$40,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold).....	4,000,000	7	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.....	5,000,000	7	Feb. and Aug.	Boston.	'91-'9	114
2d Mortgage.....	2,673,000	8	"	"	1889	....	Boston, Clinton and Fitchburg:						
Receiver's Bonds.....	1,200,000	7	"	"	....	....	1st Mortgage (Agricultural Br.).....	400,000	6	Jan. & July.	Boston.	1884	85
Alabama and Georgia:							1st Mortgage (Equalization).....	245,000	7	"	"	1889	92
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Consolidation).....	252,000	8	"	"	1889	92
Alabama Central:							Equipment Mortgage.....	350,000	8	Apr. and Oct.	"	1881	90
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Boston, Concord and Montreal:						
Albany and Susquehanna:							Sinking Fund Mortgage.....	543,000	6	Jan. and July.	Boston.	1889	97
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	114	Consol. Mortgage for \$2,000,000.....	344,500	6	7 Apr. and Oct.	Boston.	1893	103
2d Mortgage.....	2,000,000	7	Apr. & Oct.	"	1886	110							
3d Mortgage.....	434,000	7	May & Nov.	"	1881	101	Boston, Hartford and Erie:						
Albany Loan.....	933,000	6	"	"	1895	....	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
Alexandra and Fredericksburg:							1st Mortgage (Bordell).....	15,000,000	7	Jan. and July.	New York.	1900	21
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1892	....	Mass. L. (Sec'd by \$4,000,000 Bcr.).....	3,600,000	7	"	"	1900	25
Allegheny Valley:							Boston and Lowell:						
General Mortgage.....	3,967,000	7.3	Jan. & July.	New York.	1896	103	Bonds (Wharf Purchase).....	300,000	6	Apr. and Oct.	Boston.	1879	....
Special Mortgage to Penn.....	3,500,000	8	January.	Harrisburg.	1900	100	Bonds of 1872 for \$1,000,000.....	999,300	7	"	"	1892	100
1st M., E. Ext., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	57	Boston and Maine:						
Funding Income Bonds (guar.)	5,000,000	7	"	"	1894	....	Bonds of 1893 (coup. and reg.).....	3,260,500	7	Jan. and July.	Boston.	'93-'94	109
American Central:							Boston and New York Air Line:						
1st Mort., guar. by C., B. & Q.	645,000	8	Jan. & July.	New York.	1878	104	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	100
Androscoggin:							Boston and Providence:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Bonds to purchase P. W. & B. R. R.	500,000	7	Jan. and July.	Boston.	1893	108
Arkansas Central (narrow gauge):							Brunswick and Albany:						
1st Mortgage.....	1,200,000	7	Jan. & July.	Lond. or Am.	1891	....	1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6	Apr. and Oct.	New York.	1908	....
Ashland, Yongetown & Pitts:							2d Mort. sinking fund gold.....	2,360,000	7	"	"	1893	....
1st Mortgage.....	1,600,000	7	Apr. & Oct.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
Atchison and Nebraska:							Buffalo, Corry and Pittsburg:						
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1890	....	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
Atchison, Topeka and Santa Fe:							Buffalo and Erie:						
1st Mortgage (gold).....	7,041,000	7	Jan. & July.	New York.	1899	75	Mort. bonds (ass'd by LS & MS).....	200,000	7	Jan. and July.	New York.	1882	....
Land Grant Mortgage (gold).....	3,376,500	7	Apr. & Oct.	Boston.	1900	71	Mort. bonds ( " " ).....	300,000	7	March & Sept.	"	1886	....
1st Mort. (Wichita Branch) (guar.)	412,000	7	Jan. & July.	"	1902								



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.)	\$ 700,000	7	Feb. & Aug.	New York.	1891	....	Chicago, Iowa and Nebraska:	\$ 568,240	7	Jan. & July.	Boston.	1880	....
1st Mortgage, 1st Div. \$10,000 p.m.	562,000	7	"	"	1894	94	2d Mort. (now 1st) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 2d Div. \$10,000 p. m.	2,400,000	7	May & Nov.	"	1916	94	Chicago and Milwaukee Railway:						
Central Branch Union Pacific:							1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	102
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....	Chicago and Mich. Lake Shore:						
2d Mortgage Government at saidy.	1,000,000	6	Jan. & July.	"	1895	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
Central of Georgia:							1st Mortgage.....	3,800,000	8	Jan. & July.	"	1890	....
General Mort. for \$5,000,000.....	2,287,000	7	Jan. & July.	N.Y. & Savan.	1893	....	1st Mortgage.....	1,380,000	8	May & Nov.	"	1891	....
Macon & West. (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah.	1890	....	1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Central of Iowa:							Chicago, Milwaukee and St. Paul:						
1st Mortgage, gold, \$10,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....	1st Mort. (Mil. and St. Paul R'y)	5,748,000	7	Jan. & July.	New York.	1893	....
2d Mortgage, gold, \$4,000 p. m.	925,000	7*	April & Oct.	"	1901	....	2d Mort. ( " " )	1,191,000	7	April & Oct.	"	1894	96
Central of L. I. (Flush., N.C. & C.)							1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1894	96
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mort. (East. Div. Palmer)	761,500	8	May & Nov.	"	1874	....
Central of New Jersey:							1st Mort. (Iowa and Minn. Div.)	3,510,000	7	Jan. & July.	"	1894	96
Convertible bonds of 1872.....	4,770,000	7	May & Nov.	New York.	1902	109	1st Mort. (Minnesota Central.)	190,000	7	"	"	1902	96
1st Mort. (New) for \$5,000,000.....	5,000,000	7	Feb. & Aug.	"	1890	115	1st Mort. (St. Paul Division.)	1,000,000	7	"	"	1899	97
Newark Branch Bonds.....	500,000	7	Jan. & July.	"	1887	....	1st Mort. (Iowa and Dak. Div.)	4,003,000	8	Feb. & Aug.	"	1896	114
Loan of Loh. C. & Nav. Co. (san'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	"	1898	98
Consol. Mort. for \$25,000,000.....	6,063,300	7	"	New York.	1899	112	2d Mort. ( " " )	1,315,000	7.5	"	"	1892	84
Central Ohio (B. and O.)							1st Mort. (Hast. and Dak. Div.)	1,250,000	7	Jan. & July.	"	1891	....
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	101	1st Mort. (Mil. and Western)....	234,000	7	Jan. & July.	"	1891	....
Central Pacific of California:							Real Estate Purchase.....	148,500	7	"	"	1883	....
1st Mort., 30 years bonds, (gold).	25,781,000	6*	Jan. & July.	New York.	95-99	108	Equipment and Bridge Bonds....	245,000	10	June & Dec.	"	1904	89
Convertible 20 years bonds, gold	1,433,000	7*	"	"	1883	103	Consol. Mort. for \$35,000,000....	1,039,000	7	Jan. & July.	"	1904	89
State Aid B'ds (Int. by State) gold	1,500,000	7*	"	Sacramento.	1884	112	Chicago and Northwestern:						
2d Mort. (Govern'mt Subsidy).....	25,885,000	6	"	U.S. Treasury.	95-99	101	Preferred sinking fund (193 m.)	1,238,700	7	Feb. & Aug.	New York.	1885	107
1st Mort. (Western Pacific) gold	2,735,000	6*	"	New York.	1899	104	General 1st Mortgage (193 m.) ..	3,578,000	7	"	"	1885	103
1st Mort. (Calif. & Oregon) gold	7,291,000	6*	"	"	1888	98	Funded coupons (193 m.).....	740,300	7	May & Nov.	"	1883	106
1st Mort. (S. Fr., Okla. & Ala.).....	500,000	6*	"	"	1890	....	Appleton Ext. (23 m. & 76,000 ac.)	146,000	7	Feb. & Aug.	"	1885	90
1st Mort. (San Joaquin V.D.) gold	6,050,000	6*	April & Oct.	"	1900	97	Green Bay Ext. (26m & 76,000 a.)	265,000	7	"	"	1885	90
Land bonds (Cen. Pac. Co.) gold	9,049,000	6*	"	"	1890	99	1st Mort. (Gul. & Chi. U.) 248 m.	1,692,000	7	"	"	1882	105
Central Vermont:							Elgin and State Line.....	122,000	6	Jan. & July.	"	1878	....
1st Mort. Consol. (Vt. Central).....	3,000,000	7	May & Dec.	Boston.	1886	10	Mississippi River Bridge.....	186,000	7	"	"	1884	....
2d Mort. Consol. ( " ).....	1,500,000	7	June & Nov.	"	1891	4	1st Mortgage (Peninsula).....	328,000	7	March & Sept.	"	1898	102
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	48	Consol. skz fund (C. & N.W. R'y)	4,277,000	7	F. M. A. & N.	"	1915	104
Income and Extension Bonds.....	1,008,000	8	May & Nov.	"	1902	50	General Consol. Gold Bonds.....	9,768,000	7	June & Dec.	"	1902	92
Equipment Mort. (Vt. Central).....	1,000,000	8	"	"	77-77	60	1st Mort. S. F. (Madison Exten.)	3,150,000	7	April & Oct.	"	1911	....
Equipment Mort. ( " ).....	1,000,000	8	"	"	1889	50	1st Mort. S. F. (Menominee Ext.)	2,700,000	7	June & Dec.	"	1911	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	38	2d Mort. (Mil. & Chi. R.R.) guar.	2,000	7	"	"	1898	....
Missisquoi R.R. ( " ).....	500,000	7	"	"	1891	39	1st Mort. (Chic. & Mil. R. W.) guar.	1,700,000	7	Jan. & July.	"	1898	102
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	....	1st Mort. (Bel. & Mad. R.R.) guar	284,000	7	"	"	1888	....
Christie and Savannah:							Chicago, Portage and Superior:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st M. & L. (Ch. & N. Pac. Air-L.)	25,000pm	7	June & Dec.	New York.	1902	....
Funded Interest on 1st Mort.....	157,400	7	"	"	1889	....	Chicago, Omaha and St. Joseph:						
Charlotte, Columbia & Augusta:							1st Mortgage for \$3,000,000.....	.....	8	April & Oct.	New York.	1901	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	....	Chicago and Paducah (C. R. & Q.)						
Charlottesville:							1st Mortgage \$20,000 p. m. gold..	2,304,000	7	Jan. & July.	Boston.	1903	....
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chl., Pekin & Southw'n (O.B. & Q.)						
Cheraw and Darlington:							1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Chicago, Rock Island and Pacific:						
2d Mortgage dated Jan. 1, 1889.	75,000	7	Jan. & July.	"	1888	....	1st Mortgage skz fund.....	9,000,000	7	Jan. & July.	New York.	1896	110
Cherry Valley, Sharon and Alb.:							Chl. & Southw'n (O. R. L. & Pac.)						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	1st Mort. gold, tax free, guar.....	5,000,000	7	May & Nov.	New York.	1889	....
Chesapeake and Ohio:							1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	"	1901	....
1st M. (gold) skz fd for \$15,000,000	15,000,000	6*	May & Nov.	New York.	1899	36	Chicago, Wisconsin & Canada:						
1st Mort. Extension (cou. or reg)	4,758,000	7*	Jan. & July.	"	1902	....	1st Mort. gold, skz fd for \$410,000	.....	7	Jan. & July.	New York.	1902	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1880	....	Chicago and Superior:						
2d Mort. ( " ) coupon.....	918,000	6	"	"	1884	....	1st Mortgage (Mad. & Portage) g'd	600,000	7	April & Oct.	New York.	1900	....
Income ( " ) coupon.....	300,000	8	"	"	1876	....	1st Mortgage (gold) for \$5,000,000	.....	7	Jan. & July.	"	1902	....
Funded Interest, coupon.....	180,500	8	"	"	1877	....	Chillicothe and Brunswick:						
Cheshire:							1st Mort., guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Cotton bonds (no Mort.).....	773,800	6	Jan. & July.	Boston.	77-80	96	Cincinnati, and Baltimore:						
Chester Creek (Phil. & Balt. Cent.)							1st Mort. guar. by B. & O. & M. & C.	322,000	7	Jan. & July.	Baltimore.	1900	100
1st Mort., guar. by P. W. & B.	184,000	6	Jan. & July.	Philadelphia.	1903	....	Cincinnati, Hamilton and Dayton:						
Chester and Tamarac:							1st Mortgage of 1863.....	1,250,000	7	May & Nov.	New York.	1880	....
1st Mortgage.....	600,000	7	May & Nov.	New York.	1901	....	2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885	....
Chicago and Alton:							3d Mortgage of 1867.....	500,000	8	June & Dec.	"	1877	....
1st Mortgage, prof. sinking fund.	77,000	7	May & Nov.	New York.	1877	107	Cincinnati, Ham. & Ind. (C. H. & D.)	1,846,000	7	Jan. and July.	New York.	1903	....
1st Mortgage.....	2,383,000	7	Jan. & July.	"	1893	116	1st Mort., guar. for \$2,500,000....	1,846,000	7	March & Sept.	New York.	1901	84
2d Mortgage Income.....	1,087,000	7	April & Oct.	"	1883	106	Cincinnati, Lafayette and Chi.	1,120,000	7	June & Dec.	"	1914	....
Consol. Bonds (\$200 atg. each).	2,919,900	6*	Jan. & July.	London.	1903	....	Consolidated Mortgage.....	471,000	7	Feb. & Aug.	New York.	1906	....
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1894	101	Cincinnati and Martinsville:						
2d Mort. ( " ) " " " "	188,000	7	Jan. & July.	"	1893	....	1st Mort., guar. by L. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
1st Mort. (Louisiana and Mo.)...	4,300,000	7	Feb. & Aug.	"	1900	97	Cincinnati & Muskingum Valley:						
Chicago, Burlington and Quincy:							1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage skz fund.....	2,589,000	8	Jan. & July.	New York.	1883	115	Cincinnati, Richmond & Chicago:						
Trust Mortgage, skz fund conv.	156,000	8	"	"	1883	....	1st Mortgage guar. by C. H. & D.	500,000	7	Jan. and July.	"	1895	....
Trust Mortgage (Burl. to Peoria)	690,000	7	April & Oct.	"	1890	....	2d Mortgage " " " " " "	65,000	7	"	"	1889	....
Loan of 1872.....	3,648,975	7	Jan. & July.	Boston.	1896	108	Cinc						



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa. Co.):	600,000	7	Jan. and July	New York.	1913	....	Detroit & Bay City (Mich. Cent.):	2,330,000	8	May and Nov.	New York.	1902	94
Construction and Equip. bonds:	1,096,000	8			1892	102 1/2	1st Mort. (\$424,000 guar.)	1,820,000	8	Jan. & July.	New York.	1891	....
4th (now 3d) Mortgage guar.	1,487,000	7	May & Nov.	"	1900	110	Detroit, Bel River and Illinois:	1,170,000	8	June & Dec.	New York.	1890	....
Consol. sinking fund guar.	1,000,000	7	Jan. & July.	New York.	1880	104	1st Mortgage for \$22,000 p.m.	300,000	8	Jan. & July.	"	1881	....
Clev., Painesville & Ashtabula:	1,000,000	7	April & Oct.	"	1892	105	Detroit, Hillsdale and Indiana:	1,170,000	8	Jan. & July.	"	1881	....
1st Mort. (ass'd by L.S. & M.S.)	1,000,000	7	Jan. & July.	New York.	1885	107	1st Mort. \$16,000 p. m. guar.	3,219,000	8	April & Oct.	Boston.	1890	....
2d Mortgage ( " )	1,000,000	7	April & Oct.	"	1886	108	2d Mortgage, (coupon) guar.	875,000	8	June & Dec.	"	1890	....
Cleveland and Toledo:	1,595,000	7	Jan. & July.	New York.	1885	107	Detroit, Lansing and Lake Mich.:	1,350,000	8	Feb. & Aug.	New York.	1889	44 1/2
1st Mort. (ass'd by L.S. & M.S.)	860,000	7	April & Oct.	"	1886	108	1st Mortgage (on Branches)	770,000	8	Jan. & July.	"	1880	....
Colebrookdale:	584,700	6	June & Dec.	Philadelphia.	1898	....	2d Mortgage	81,000	8	May & Nov.	"	1880	....
1st Mort. guar. by Ph. and Rdg	225,000	8	June & Dec.	Boston.	1890	....	2d Mort. ( " )	2,500,000	7	May & Nov.	New York.	1875	....
Colorado Central (3 ft. gauge):	15,344,750	7	April & Oct.	New York.	1908	54 1/2	1st Mortgage (D. & M.R.R.)	1,000,000	8	"	"	1875	....
Columbus, Chicago & Ind. Cent.:	5,582,400	7	Feb. & Aug.	"	1909	18	2d Mortgage ( " )	625,924	7	Jan. & July.	"	1875	....
1st Mortgage Consol. skg fund.	3,893,000	7	"	"	1890	....	1st Funded Comp. (D. & M.R.R.)	375,734	7	May & Nov.	"	1875	....
2d Mortgage skg fund.	461,000	7	April & Oct.	"	1892-96	65	2d Funded Comp. ( " )	150,000	7	April & Oct.	"	1875	....
Income convertible.	344,400	7	Jan. & July.	"	1890	....	1st Mort. (Det. & Pontiac R.R.)	100,000	7	Jan. & July.	"	1875	....
1st Mort. (Chic. and Gt. Eastern)	194,100	7	Feb. & Aug.	"	1890	....	2d Mort. ( " )	250,000	8	Feb. & Aug.	"	1880	....
2d Mort. ( " )	39,650	7	May & Nov.	"	1890	....	3d Mort. ( " )	110,000	7	March & Sept.	"	1880	....
1st Mort. (Cln. and Chl. Air-L.)	2,632,000	7	Jan. & July.	"	1904	....	Bonds of Sept. 1, 1860.	1,702,317	6 1/2	Jan. & July.	"	1880	....
1st M., s.f. ( " )	821,000	10	May & Nov.	"	1904	....	Bonds of June 30, 1860.	924,000	7	Feb. & Aug.	New York.	1876	101
1st Mort. (Col. and Ind. Cent.)	309,500	7	Jan. & July.	"	1883	....	Detroit, Mon. & Tol. (L.S. & M.S.)	768,900	8	Jan. & July.	New York.	1889	101
2d Mortgage (Ind. Central)	668,500	7	"	"	1882	....	1st Mortgage Aug. 1, 1886	882,000	7	Jan. & July.	New York.	1883	105
1st Mort. (Tol., Logan sp't & Bur.)	74,024	7	Feb. & Aug.	"	1884	....	Dixons, Peoria and Hannibal:	450,000	7	April & Oct.	New York.	1883	....
Income ( " )	815,000	7	April & Oct.	"	1905	....	1st Mortgage tax free.	78,560	7	Jan. & July.	"	1883	....
1st Mort. (Union & Loganport)	1,000,000	7	March & Sept.	New York.	1901	....	Dubuque Southwestern:	1,200,000	7	June & Dec.	New York.	1900	....
Columbus, Springfield and Cin.:	1,500,000	7	April & Oct.	New York.	1897	....	1st Mortgage, preferred.	1,500,000	7	Jan. & July.	New York.	1903	....
1st M. (assumed by Cin. S. & C.)	200,000	7	Jan. & July.	"	1890	....	Dunkirk, Allegheny Val. & Pittsb.	400,000	8	Jan. & July.	"	1890	....
Columbus and Hocking Valley:	634,000	7	"	"	1892	....	1st Mortgage (gold)	140,000	7	Jan. & July.	Philadelphia.	1885	....
1st Mortgage skg fund.	302,000	7	March & Sept.	New York.	1890	....	Dutchess and Columbia:	2,999,000	7	Jan. & July.	New York.	1900	89 1/2
1st M. on Branch (2d on main)	289,500	6	June & Dec.	Boston.	1878	95	1st Mort. Jan. 1, 1868.	190,000	8	May & Nov.	"	1880	....
General Mortgage.	607,500	7	Jan. & July.	"	1876-81	97 1/2	1st Mort. endorsed by Alabama.	147,000	8	Jan. and July.	"	1880	....
Columbus and Xenia:	400,000	6 1/2	Jan. & July.	"	1876	96	East Brandywine & Waynesboro:	92,000	8	Jan. and July.	"	1880	....
1st Mortgage, guar. by L.M.R.R.	250,000	6	March & Sept.	Boston.	1878	....	East Pennsylvania (Ph. & Rdg.)	635,000	8	"	"	1876	....
Connecticut and Passumpsic Riv.:	1,000,000	7	Jan. & July.	New York.	1901	....	1st Mortgage, guaranteed.	185,400	8	"	"	1876	....
New Mortgage for \$1,500,000.	2,674,000	7	Jan. & July.	N. Y. & Bos.	1900	....	East Tennessee, Virginia & Ga.:	194,400	8	Jan. & July.	Boston.	1876	....
1st Mortgage sinking fund.	991,000	6	March & Sept.	Philadelphia.	1,2,3,4	100	1st Mort. skg fund for \$3,500,000	160,000	8	April & Oct.	"	1885	....
Coupon Notes.	100,000	7	March & Sept.	New York.	1889	....	2d Mortgage	4,852,000	7	March & Sept.	"	1885	50 1/2
1st Mort. (Massawippi) guar. gold	95,000	7	Jan. & July.	New York.	1902	....	Endorsed Bonds (East T. & Va.)	1,000,000	6	March & Sept.	"	1885	....
Connecticut River:	160,000	7	May & Nov.	"	1882	....	Endorsed Bonds (East T. & Ga.)	500,000	6	May & Nov.	"	1885	....
1st Mortgage.	803,500	6	March & Sept.	New York.	1891	....	Company Bonds (E.T. & Ga., old)	1,163,000	7	"	"	1885	55
Connecticut Valley:	648,000	6	May & Nov.	"	1888	....	10 year coupon notes.	2,513,500	7	"	"	1885	55
1st Mortgage.	161,000	8	April & Oct.	Philadelphia.	1904	....	Sinking Fund Bonds.	2,300,000	7	May & Nov.	"	1884	55
2d Mortgage.	109,500	8	"	"	1903	....	Sterling Sink Fd. Bonds.	2,878,048	6 1/2	March & Sept.	London.	1899	....
Plain bonds.	81,800	6	"	"	1884	....	Eastern Shore (Md.):	400,000	8	Jan. & July.	Philadelphia.	1886	....
Danbury and Norwalk:	100,000	7	Jan. & July.	New York.	1880	....	2d Mortgage	200,000	8	April & Oct.	"	1886	....
Mortgage Bonds of 1870.	200,000	7	"	"	1890	....	Elizabethtown and Paducah:	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1872.	200,000	7	"	"	1892	....	1st Mortgage, convertible.	1,000,000	7	Jan. & July.	Philadelphia.	1886	102
Danv., Hazleton & Wilkesbarre:	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Income Mortgage guaranteed	570,000	6	April & Oct.	"	1886	65
1st Mortgage.	309,000	7	"	"	1886	....	Erie Railway:	2,483,000	7	May & Nov.	New York.	1897	109 1/2
Danv., Urb., Bloom'gton & Pekin:	2,000,000	7 1/2	April & Oct.	New York.	1909	....	1st Mortgage, extended.	2,174,000	7	March & Sept.	"	1875	102 1/2
1st Mortgage.	3,000,000	7 1/2	April & Oct.	New York.	1911	....	2d Mortgage	4,852,000	7	"	"	1885	102 1/2
Dayton and Michigan (O. H. & D.):	1,855,000	7	Jan. & July.	New York.	1881	....	4th Mortgage convertible.	2,937,000	7	April & Oct.	"	1880	103 1/2
1st Mortgage sinking fund guar.	441,000	7	March & Sept.	"	1884	....	5th Mortgage convertible.	702,500	7	June and Dec.	"	1885	103 1/2
2d Mortgage, guar.	356,000	7	April & Oct.	"	1888	....	Buffalo Branch, 1st mortgage.	182,600	7	Jan. & July.	"	1891	....
2d Mortgage, guar.	195,500	7	March & Sept.	"	1886-94	....	Sterling loan (\$1,900,000) conv.	4,580,000	6 1/2	March & Sept.	London.	1876	....
Toledo Depot bonds guar.	140,000	7	March & Sept.	New York.	1879	....	1st Consol Mort. for \$30,000,000.	12,078,000	7 1/2	June and Dec.	N.Y. & London.	1920	....
Dayton and Union:	195,000	7	June & Dec.	"	1879	....	2d Consol Mort. for \$40,000,000.	14,400,000	7 1/2	Jan. and Dec.	London.	1894	....
1st Mortgage, registered.	262,445	6	"	"	1879	....	Convertible bonds.	10,000,000	7 1/2	J. A. J. and O.	London.	1903	....
Income Bonds.	142,000	7	March & Sept.	New York.	1881	....	Erie and Pittsburg (Penn.):	232,200	7	Jan. & July.	New York.	1882	....
Dayton and Western (L. M. R.R.):	495,000	6 1/2	Jan. & July.	"	1905	....	1st Mortgage.	92,800	7	April & Oct.	"	1890	....
1st Mortgage (assumed).	500,000	8	March & Sept.	New York.	1901	....	Consolidated Mortgage.	2,192,000	7	Jan. & July.	"	1899	....
1st Mortgage ( " )	650,000	6	Jan. & July.	Philadelphia.	1885	....	Equipment Mortgage.	760,000	7	April & Oct.	"	1890	....
Delaware (R. W. and Balt.):	100,000	6	"	"	1880	....	European & N. American (Me.):	1,000,000	6 1/2	Jan. & July.	N.Y. & Lond.	1894	....
Delaware State Loan.	170,000	6	"	"	1876	....	Bangor City Bonds (1st m. 55 m.)	2,000,000	6 1/2	March & Sept.	"	1899	....
Delaware, Lackawanna & Western:	1,633,000	7	March & Sept.	New York.	1881	116	1st L.M. (1st on 50, 2d on 55m)	302,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.	2,800,000	7	June & Dec.	"	1892	113	1st Mortgage (61 miles) skg. fund	650,000	7	May & Nov.	"	1887	....
Convertible Bonds.	400,000	7	Apr. and Oct.	"	1880	....	1st Mortgage (169 m.)	147,000	7	Feb. & Aug.	"	1880	....
2d Mort. (Lack. & Bloomsburg)	500,000	7	March & Sept.	"	1885	....	1st Mort. (Rockville Extension).	775,000	7 1/2	May & Nov.	New York.	1900	....
2d M. Ext. ( " )	200,000	7	May & Nov.	"	1890	....	Evansville, Terre Haute & Chl.:	200,000	7	Jan. & July.	Providence.	1882	....
Denver & Boulder Val. (Den. Pac):	550,000	7 1/2	May & Nov.	Kansas City.	1900	....	1st Mortgage, gold.	600,000	7	April & Oct.	Boston.	1894	112 1/2
1st Mortgage.	2,493,000	7 1/2	May & Nov.	New York.	1899	....	Fall River, Warren & Prov. (B. & P.):	2,210,000	8	March & Sept.	New York.	1889	....
Denver & Rio Grande (3 ft. gauge):	3,024,500	7 1/2	May & Nov.	N.Y. & Ams.	1900	60	1st Mort. Land Gr. (3d series).	425,000	10	May & Nov.	"	1880	....
1st Mort. gold, skg fund tax free.	2,400,000	6	Jan. & July.	New York.	1904	....	Flint & Holly S. F. (\$25,000 p.y.)	100,000	10	Jan. & July.	Newark.	1882	....
1st Mortgage (coupon).							1st Mort. (Bay C. & E. Sag. guar.)	75,000	10	March & Sept.	New York.	1887	....
							Bay County Bonds (guar.)	1,000,000	8	Jan. & July.	"	1892	....
							1st Mort. skg. fd. (H. V. & Mon.)	1,771,000	8	May & Nov.	"	1892	....
							Consolidated Sinking Fund.	280,408	8	Jan. & July.	"	1876	....
							Construction Loan.						



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,200,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	100 1/2
Flushing, North Side and Central:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	104
1st Mort. (Flushing and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,375,000	7	April & Oct.	"	1896	61 1/2
1st Mort. (Central of L. I.).....	1,275,000	7	"	"	1889	....	<b>Illinois Central:</b>						
1st Mort. (Cent. R. R. Eastn.)	200,000	7	May and Nov.	"	1903	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....
1st Mort. (North Shore).....	135,000	7	Feb. & Aug.	"	1887	....	General Mortgage for \$15,000,000	2,500,000	6*	"	London.	1895	....
Sterling Loan.....	1,500,000	6*	"	London.	....	....	Sterling Bonds, Sinking Fund..	4,792,000	6*	"	"	1903	....
<b>Fonda, Johnsto's &amp; Gloversville:</b>							<b>Illinois Grand Trunk (C. B. &amp; Q.):</b>						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage, guaranteed.....	933,000	8	April & Oct.	Boston.	1890	106 1/2
<b>Fort Wayne, Jackson &amp; Saginaw:</b>							<b>Indiana and Illinois Central:</b>						
1st Mortgage, traffic guarantee..	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	<b>Indiana North and South:</b>						
<b>Fort Wayne, Muncie &amp; Cin.:</b>							1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	<b>Indianapolis, Blooming. &amp; West:</b>						
2d Mortgage.....	500,000	8	"	"	1893	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1900	35 1/2
<b>Framingham and Lowell:</b>							1st Mortgage Extension gold...	5,500,000	7*	Jan. & July.	"	1912	....
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	80	2d Mortgage.....	1,500,000	8	"	"	1890	11 1/2
2d Mortgage.....	150,000	8	"	"	1883	89	<b>Indianapolis and Madison:</b>						
<b>Frederick and Pennsylvania Line:</b>							1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	<b>Indianapolis &amp; Vincennes:</b>						
<b>Fremont, Elkhorn &amp; Mo. (R.C. &amp; P.):</b>							1st Mortgage guar. by Pa. Co....	1,700,000	7	Feb. & Aug.	New York.	1903	76
1st Mortgage.....	690,000	7	April & Oct.	"	1901	....	2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	"	1900	....
<b>Galena &amp; Chic. Union (C. &amp; N. W.):</b>							<b>International and Gt. Northern:</b>						
1st Mortgage.....	1,992,000	7	Feb. & Aug.	New York.	1882	105	1st Mortgage a.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	63
2d Mortgage.....	43,000	7	May & Nov.	"	1875	102 1/2	Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892	....
<b>Galv., Harrisburg &amp; San Antonio:</b>							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7*	Jan. & July.	"	1900	68
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds.....	1,677,000	8	Feb. & Aug.	"	1892	....
<b>Galveston, Houston &amp; Henderson:</b>							<b>Indiana, Cin. and Lafayette:</b>						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	80 1/2	1st Mortgage of 1897.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
<b>Geneva, Ithaca and Athens:</b>							1st Mortgage of 1899.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, skg. fd., guar. ....	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	78-83	....
<b>Georgia (and Banking):</b>							Equipment Bonds, registered...	375,000	10	"	"	1883	86 1/2
Company bonds (debentures)....	664,500	7	Jan. & July.	Augusta.	75-90	....	1st Mort. (Ind. & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	....
<b>Glenn, Clinton &amp; Springfield:</b>							1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. ( " ) " " " " " guar.	1,497,000	7	Jan. & July.	"	77-82	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	<b>Indianapolis and St. Louis:</b>						
<b>Gothen and Deckertown (Erie):</b>							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
<b>Grand Rapids &amp; Indiana:</b>							1st Mortgage.....	1,000,000	7	April & Oct.	"	1900	....
1st Mortgage L. G. guar. gold...	4,000,000	7*	Jan. & July.	New York.	1899	....	2d Mortgage.....	375,000	10	Jan. & July.	"	1881	81
1st Mort. L. G. not guar. gold...	3,224,000	7*	April & Oct.	"	1899	....	<b>Ionian and Lansing (D. L. &amp; L. M.):</b>						
<b>Grand River Valley (Mich. C.):</b>							1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1886	94 1/2	2d Mortgage " " " " " " " "	81,000	8	May & Nov.	"	1886	....
2d Mortgage, guar. by Lessees....	600,000	8	March & Sept.	"	1879	86	<b>Iowa Falls and Sioux City:</b>						
<b>Grand Trunk (Ca.):</b>							1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	....
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	<b>Iowa Midland (C. &amp; N. W.):</b>						
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	81 1/2
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	<b>Ironton (Penn.):</b>						
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
2d Preference Bonds £2,327,308	11,639,040	4*	"	"	"	....	<b>Ithaca and Athens (Penn.):</b>						
3d Preference Bonds £7,163,910	35,819,550	4*	"	"	"	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	102 1/2
Provincial Debenture's £3,111,500	15,557,500	....	"	Ottawa.	....	....	<b>Jackson, Lansing &amp; Saginaw (MO):</b>						
<b>Great Western of Canada:</b>							1st Mortgage guar.....	1,317,000	8	Jan. & July.	New York.	1885	93 1/2
Mortgage Bonds £127,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	85
Mortgage Bonds £547,000.....	2,735,000	5 1/2	April & Oct.	"	77-78	....	2d Mortgage guar.....	168,000	8	March & Sept.	"	1875	....
New Bonds £1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (236 m.)	1,968,000	8	"	"	1891	78 1/2
Debenture Bonds £1,743,180...	8,715,900	5	Jan. & July.	"	Perp.	....	<b>Jacksonville, North West &amp; S. East:</b>						
<b>Great Western Railway of 1899:</b>							1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	83	<b>Jacksonville, Pensac. and Mobile:</b>						
2d Mort., " " " " " " " "	2,500,000	7	May & Nov.	"	1893	69 1/2	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
<b>Green Bay and Minnesota:</b>							2d Mortgage.....	3,000,000	8	"	"	1899	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	"	1900	....	<b>James'n &amp; Frank. (L.S. &amp; M. So.):</b>						
<b>Greenville and Columbia:</b>							1st Mortgage guaranteed.....	460,000	7	Jan. & July.	New York.	1897	....
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	Columbia.	81-86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage not guaranteed....	376,766	7	"	"	81-86	....	<b>Jellicson (Erie):</b>						
<b>Greenwich and Johnsonville:</b>							1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York.	1887	71
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	2d Mort. ( " ) " " " " " "	84,000	7	"	"	1889	....
<b>Gulf, Western Texas and Pacific:</b>							1st Mort. (Carbendale Section)...	2,000,000	7	"	"	1889	....
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	"	1902	....	<b>Jellicsonville, Madison &amp; Indian:</b>						
<b>Hannibal and Naples (T. W. &amp; W.):</b>							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1888	29	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
<b>Hannibal &amp; Cent. Mo. (T. W. &amp; W.):</b>							<b>Jersey City and Albany:</b>						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	83	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
2d Mortgage.....	250,000	7	"	"	1892	75	1st Mortgage (Ridgfield Park)...	300,000	7	May & Nov.	"	1912	....
<b>Hannibal and St. Joseph:</b>							1st Mortgage skg fund guar....	336,000	8	Jan. & July.	New York.	1882	108
1st Mortgage.....	1,500,000	6	Jan. & July.	New York.	77-94	102	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	106
<b>Missouri State Loan:</b>							2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	102
1st Mortgage.....	1,500,000	6	"	"	87-98	102	<b>Junction and Breakwater:</b>						
<b>Fifteen years' bonds (277 m.):</b>							1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
1st Mort. (Q. & Palm R.R. 15 m.)	3,798,000	8	March & Sept.	"	1885	77	<b>Kalamazoo, Allegan &amp; Gr. Rapids:</b>						
1st Mort. (K. City & Cam. R.R. 15 m.)	1,200,000	10	Jan. & July.	"	1886	92 1/2	1st Mort. assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1888	95
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	106	<b>Kalamazoo and Schoolcraft:</b>						
<b>Harlem Extension:</b>							1st Mort. assumed by L.S. & M.S.	1					



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.				Price.		Description of Bonds.	Amount.	Rate.	Interest Payable.				Price.		
			When.	Where.	Due.							When.	Where.	Due.				
<b>Kansas Pacific:</b>									<b>Louisville, Cincin. and Lexington:</b>									
1st Mort. (1st Div. 140 m.) gold.	2,240,000	8	Feb. & Aug.	N. Y. & St. Lo.	1895	....			Bonds to State of Kentucky.....	74,519	6	Jan. & July.	New York.	Perp.	....			
1st Mort. (2d Div. 253.94 m.) gold.	4,068,000	8	June & Dec.	"	1896	....			1st Mortgage for Cincinnati Br..	3,000,000	7	"	"	"	1897	....		
1st M. (3d Div. 244.66m. & 3,000,000a)	6,411,000	7	May & Nov.	N. Y. & St. Lo.	1899	....			2d Mortgage for \$1,000,000.....	878,000	8	April & Oct.	"	"	1900	....		
1st Mort. (1,000,000 acres).....	187,000	7	March & Sept.	N. Y. & St. Lo.	71-78	....			Louisville Loan.....	100,000	6	Jan. & July.	"	"	1881	....		
1st Mort. (2,000,000 acres) gold....	1,722,250	7	Jan. & July.	N. Y. & St. Lo.	1880	....			1st Mort. (Louisville & Frank't)	39,000	6	"	"	"	73-78	....		
2d Mort. ( " ) gold.....	1,500,000	7	March & Sept.	"	1886	....			1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	"	1902	....		
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1895	....			1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	"	1881	....		
2d Mortgage (Gov't Subsidy).....	6,308,000	6	Jan. & July.	U. S. Treas.	96-97	....			<b>Louisville and Nashville:</b>									
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. & St. Lo.	1916	....			1st Mortgage (main line 185 m.)	176,000	7	Jan. & July.	New York.	1878	....			
<b>Kent County (Del.)</b>									1st Mortgage (Memp Br. 46.37m.)	47,000	7	May & Nov.	Louisville.	1876	....			
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....			1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	"	90-95	....		
<b>Kentucky Central:</b>									1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	....			
2d Mort. (Ov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....			1st Mort. (Memp. & Clarksv. Br.)	2,425,000	6	Feb. & Aug.	"	"	1902	....		
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....			Consol. M. for \$5,000,000 (392 m.)	6,964,000	7	April & Oct.	"	"	1898	....		
<b>Keokuk and Des Moines:</b>									Louisville Loan.....	849,000	6	"	"	"	96-97	....		
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....			Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	"	1886	....		
Funded Interest.....	254,300	8	"	"	1884	....			Louisv. Loan (Leb. Br. Exten.)	833,000	6	April & Oct.	Louisville.	1893	....			
<b>Keokuk and St. Paul (C.B. &amp; Q.):</b>									<b>Louisv., N. Al. &amp; St. Lo. Air-Line:</b>									
1st Mortgage traffic guar.....	864,000	8	April & Oct.	Boston.	1879	105			1st Mortgage gold, \$25,000 p. m.	2,875,000	7	Jan. & July.	New York.	1892	....			
<b>La Crosse, Trempealeau &amp; Prescott:</b>									<b>Macon and Augusta:</b>									
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877	....			1st Mortgage end by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	....			
<b>Laf., Blooming. &amp; Miss. (T.W. &amp; W.):</b>									1st Mortgage not endorsed.....	100,000	7	"	"	"	1887	....		
1st Mortgage gold guar.....	1,300,000	7	Feb. & Aug.	New York.	1891	70			Construct. Mort. end by Ga. R.R.	370,000	7	"	"	"	1879	....		
<b>Laf., Muncie &amp; Bloom. (T.W. &amp; W.):</b>									<b>Macon and Brunswick:</b>									
1st Mortgage gold guar.....	1,500,000	7	Feb. & Aug.	New York.	1901	40			1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....			
<b>Lake Erie and Louisville:</b>									1st Mort. " " " " " "	600,000	7	May & Nov.	"	1900	....			
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....			2d Mortgage.....	1,100,000	7	April & Oct.	"	"	1889	....		
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	....			Equipment Mortgage.....	160,000	7	"	"	"	1879	....		
<b>Lake Ontario Shore:</b>									<b>Madison and Portage:</b>									
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7	Jan. & July.	New York.	1897	....			1st Mort., guar. by Chl. and Sup.	600,000	7	April & Oct.	New York.	1890	....			
<b>Lake Shore &amp; Michigan South'n:</b>									<b>Maine Central:</b>									
Sinking Fund Mortgage.....	1,198,000	7	April & Oct.	New York.	1879	....			Consolidated Mortgage.....	923,300	6	April & Oct.	Boston.	1912	96			
Consol. Mort., S.F., Regist'd.....	6,118,000	7	J. A. J. & O.	"	1900	105			\$1,110,000 Loan, tax free.....	759,800	6	Jan. & July.	"	"	1895	91		
Consol. Mort., S.F., Coup't.....	3,629,000	7	Jan. & July.	"	1900	104			Extension (gold) Loan.....	496,500	6	April & Oct.	"	"	1900	....		
2d Consol. Mort. for \$25,000,000.	8,471,000	7	June & Dec.	"	1903	87			1st Mort. (Belfast & Moosehead)	150,900	3	May & Nov.	Belfast & Bost.	1890	....			
Bonds of 1892 (Reg. & Coupon)	1,442,000	7	April & Oct.	"	1882	....			\$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	90-91	56			
Lake Shore Dividend Bonds.....	1,442,000	7	"	"	1899	105			1st Mortgage (Portland & Ken.)	217,800	6	April & Oct.	Augusta.	1886	....			
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1880	104			Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1895	....			
3d Mort. ( " ) " " " " "	1,000,000	7	April & Oct.	"	1892	105			2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	"	1876	....		
1st Mort. (Mich. So. & Nor. Ind.)	5,265,000	7	May & Nov.	"	1885	109			1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	"	1901	....		
2d Mort. ( " ) " " " " "	2,692,000	7	"	"	1877	105			Bath (Androscoggin) Loan.....	425,000	6	"	"	"	1891	....		
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	107			<b>Massfield &amp; Framing. (B.C. &amp; F.):</b>									
2d Mort. ( " ) " " " " "	819,000	7	April & Oct.	"	1886	106			1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	95			
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....			<b>Marietta and Cincinnati:</b>									
Mort. Bonds ( " ) " " " " "	300,000	7	March & Sept.	"	1886	....			1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....			
Mort. Bonds ( " ) " " " " "	2,850,000	7	April & Oct.	"	1898	107			1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	107			
1st M. (Det't, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1876	101			2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	"	1890	100		
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	83			3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	"	1900	76		
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....			4th Mortgage.....	2,004,000	8	April & Oct.	"	"	1906	....		
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....			1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	"	1888	....		
1st M. (Kalam. & Schoolcraft)	100,000	8	"	"	1887	....			<b>Marietta, Pittsburg &amp; Cleveland:</b>									
1st M. (Kalam. & Schoolcraft)	100,000	8	"	"	1887	....			1st Mortgage gold.....	1,500,000	7	Feb. & Aug.	New York.	1896	....			
1st M. (Kalam. & Schoolcraft)	100,000	8	"	"	1887	....			Marquette, Houghton & Ontonagon:									
1st M. (Kalam. & Schoolcraft)	100,000	8	"	"	1887	....			1st Mortgage (Marq. & Ont.)...	1,760,000	8	Jun. & Dec.	New York.	1892	....			
1st M. (Kalam. & Schoolcraft)	100,000	8	"	"	1887	....			1st Mort. (Houghton and Ont.)...	2,000,000	8	Jan. & July.	"	"	1892	....		
1st M. (Kalam. & Schoolcraft)	100,000	8	"	"	1887	....			Consolidated Mortgage.....	1,454,000	8-10	Various	"	"	92-98	....		
1st M. (Kalam. & Schoolcraft)	100,000	8	"	"	1887	....			<b>Massachusetts Valley (C. &amp; P. R.):</b>									
1st M. (Kalam. & Schoolcraft)	100,000	8	"	"	1887	....			1st Mortgage guaranteed.....	400,000	6	Jan. & July.	Boston.	1876	90			
1st M. (Kalam. & Schoolcraft)	100,000	8	"	"	1887	....			<b>Maryland and Delaware:</b>									
1st M. (Kalam. & Schoolcraft)	100,000	8	"	"	1887	....			1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20			
1st M. (Kalam. & Schoolcraft)	100,000	8	"	"	1887	....			2d Mortgage.....	150,000	6	June & Dec.	"	"	1889	....		
1st M. (Kalam. & Schoolcraft)	100,000	8	"	"	1887	....			<b>Massillon &amp; Cleve. (C.M. V. &amp; D.):</b>									
1st M. (Kalam. & Schoolcraft)	100,000	8	"	"	1887	....			1st Mortgage guaranteed, gold..	100,000	7	Jan. & July.	New York.	1890	....			
1st M. (Kalam. & Schoolcraft)	100,000	8	"	"	1887	....			<b>Maysville and Lexington:</b>									
1st M. (Kalam. & Schoolcraft)	100,000	8	"	"	1887	....			1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....			
1st M. (Kalam. & Schoolcraft)	100,000	8	"	"	1887	....			<b>Memphis and Charleston:</b>									
1st M. (Kalam. & Schoolcraft)	100,000	8	"	"	1887	....			1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1886	....			
1st M. (Kalam. & Schoolcraft)	100,000	8	"	"	1887	....			2d Mortgage.....	1,000,000	7	Jan. & July.	"	"	1885	....		
1st M. (Kalam. & Schoolcraft)	100,000	8	"	"	1887	....			Tennessee State Loan.....	1,514,142	6	"	"	"	73-78	....		
1st M. (Kalam. & Schoolcraft)	100,000	8																



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (Nor. Pacifc)	700,000	7*	Jan. & July.	New York.	1911	....	N.O. Jack. & G.N. (N.O. St. L. & C.)	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed.	700,000	7*	Jan. & July.	New York.	1911	....	1st Mortgage	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western:	20,000pm	7*	Jan. & July.	Detroit.	1890	....	2d Mortgage for \$3,000,000	3,000,000	7*	Jan. & July.	"	1912	....
1st Mort. gold, skg fd & tax free	1,012,500	7	May & Nov.	New York.	74-84	....	Consol. Mort. for \$3,000,000	3,000,000	7*	Jan. & July.	"	1912	....
Mississippi Cent. (N.O. St. L. & Chi.)	2,000,000	8	Feb. & Aug.	"	1886	....	New Orleans, Mobile and Texas:	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mortgage	2,000,000	8	May & Nov.	"	1912	....	1st Mort. (Mobile to N. Orleans)	1,250,000	8	"	"	1915	....
General Mort. for \$3,000,000 gold	3,705,500	7	"	"	"	....	1st Mort. (N. Orleans to Texas)	2,225,000	8	"	"	1915	....
Mississippi, Ouchita & Red Riv.	2,040,000	7*	Jan. & July.	.....	1900	....	2d Mort. endorsed by Louisiana.	2,225,000	8	"	"	1915	....
1st Mortgage gold	2,040,000	7*	Jan. & July.	.....	1900	....	New York, Boston and Montreal:	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	....
Mississippi and Tennessee:	680,000	7	April & Oct.	Memphis.	1876	....	1st Mortgage for \$12,250,000	12,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1903	....
Consolidated Mortgage	1,254,000	8	Jan. & July.	"	81-93	....	New York & Canada (D. & H.C.)	4,000,000	6*	May & Nov.	London.	1904	....
Tennessee State Loan	480,847	8	"	"	"	....	1st Mort. for \$300,000, guar.	300,000	6*	May & Nov.	London.	1904	....
Mississippi Valley and Western:	800,000	7	Feb. & Aug.	New York.	1902	....	New York Central & Hudson R.	5,004,022	6	May & Nov.	New York.	1883	105
1st Mortgage \$20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....	Debt Certificates (N. Y. Cent.)	1,514,000	7	Feb. & Aug.	"	1876	103
Missouri, Iowa and Nebraska:	2,000,000	7*	June & Dec.	.....	1910	....	Bonds for B. & N. F. stk ( " )	74,500	6	May & Nov.	"	1883	....
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....	Bonds for B. & N. F. stk ( " )	122,000	6	"	"	1883	1021
Missouri, Kansas and Texas:	3,220,000	6*	Jan. & July.	New York.	1899	....	Bonds for Real Estate ( " )	2,431,000	6	June & Dec.	"	1887	1051
1st Mort. (U. Pac. S. Br.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	....	Bonds of 1884 renewed ( " )	1,794,000	7	"	"	1885	113
1st Mort. (Tebco & Neosho) S. F.	325,000	7*	June & Dec.	"	1903	....	2d Mort. (Hudson River) S. F.	1,794,000	7	"	"	1885	113
Consol. Land Grant, skg fd gold	10,618,900	7*	Feb. & Aug.	"	1904	60	Bonds of 1871, tax free	1,950,000	7	April & Oct.	"	1891	....
Additional Consol. Mort.	2,500,000	7	"	"	1905	....	1st Mort., coup. 1 for \$30,000,000	3,004,000	7	Jan. & July.	"	1903	125
Further Add. Consol. Mort.	600,000	7	"	"	1905	....	1st Mort., reg'd	9,733,332	6*	"	"	1903	120
Missouri River, Ft. Scott & Gulf:	5,000,000	10	Jan. & July.	New York.	1899	55	1st Mort. Sterling for £2,000,000	2,000,000	6*	"	London.	1903	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	....	New York and Harlem:	103,000	8	Feb. & Aug.	New York.	1896	....
Mobile and Girard:	377,500	7	Jan. & July.	Savannah.	1876	....	Consolidated Mortgage of 1863.	108,899	7	Jan. & July.	"	1881	....
2d Mortgage	300,000	8	"	"	1889	....	Sinking Fund Mortgage of 1861.	8,822,000	7	May & Nov.	"	1900	120
Plain bonds	85,500	8	"	"	1887	....	Consol. Mort. of 1872, coupon	8,822,000	7	"	"	1900	120
Mobile and Montgomery:	2,434,000	8*	May & Nov.	New York.	1900	....	N. Y. Mort. of 1872, reg.	249,000	7*	April & Oct.	New York.	1902	....
2d Mortgage	800,000	8	"	"	1900	....	1st Mort. Housatonic & Northern:	2,500,000	7*	Jan. & July.	New York.	1902	....
Mobile and Ohio:	5,886,000	6*	May & Nov.	Mob. & Lond.	1883	....	New York, Kingston & Syracuse:	1,000,000	7	"	"	1903	....
1st Mortgage Sterling	5,886,000	6*	May & Nov.	Mob. & Lond.	1883	....	New York, N. Haven & Hartford:	1,000,000	7	"	"	1903	....
Interest bonds	1,824,300	8	"	"	76-83	....	1st Mort. (Harlem & Portchester)	8,000,000	7*	Jan. & July.	New York.	1894	....
Sterling Interest bonds	789,220	8	"	"	1883	....	1st Mortgage gold, tax free	2,500,000	7	May & Nov.	"	1895	....
Tennessee Substitution Bonds	1,688,000	7*	Jan. & July.	N. Y. & Lond.	1901	....	2d Mortgage convertible	1,500,000	7	"	"	1896	....
Special Mort. (Gainesville Br.)	53,000	8	May & Nov.	Mobile.	1877	....	2d Mortgage non-convertible	3,800,000	7	"	"	1896	....
2d Mortgage	1,450,858	8	March	"	1877	....	1st Mort., Equipmen	2,425,000	7	"	"	1896	....
Consol. Mort. for \$15,000,000	977,550	8	Jan. & July.	N. Y. & Lond.	1904	....	Consolidated Mortgage	1,200,000	7	"	"	1896	....
Convertible 3 per cent. bonds	977,550	8	M. J. S. & D.	New York.	....	....	New York, Providence & Boston:	76,000	6	Feb. & Aug.	New York.	1878	....
Montclair (N. Y. & O. Mid.)	1,800,000	7*	March & Sept.	New York.	....	....	Improvement Bonds	100,000	7	Jan. & July.	"	1878	....
1st Mortgage gold, guar.	780,000	7	"	"	....	....	Extension Bonds	250,000	6	May & Nov.	"	78-81	....
2d Mortgage	888,400	7	"	"	....	....	General Mort. for \$1,000,000	837,000	7	Jan. & July.	"	1899	....
Income Mortgage	127,000	7	May & Nov.	New York.	1883	....	Norfolk & Petersburg (A. M. & O.)	306,000	8	Jan. & July.	New York.	1877	....
Montgomery and Erie (Erie)	47,000	7	April & Oct.	"	1887	....	1st Mortgage	157,000	7	"	"	1877	....
2d Mortgage	1,040,000	8*	March & Sept.	New York.	1886	....	2d Mortgage	458,000	8	"	Norfolk.	1883	....
1st Mortgage end. by Ala. gold.	330,000	8	June and Dec.	"	1900	....	North Carolina:	375,000	8	May & Nov.	Co's Shops, N.C.	1878	....
1st Mortgage not endorsed	500,000	7*	J. A. J. & O.	New York.	1890	....	1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
Monticello and Port Jervis:	500,000	7*	J. A. J. & O.	New York.	1890	....	2d Mortgage	226,000	8	"	"	1899	....
1st Mortgage gold, tax free	5,000,000	7	May & Nov.	New York.	1914	117	North Missouri (St. L., R. C. & N.)	3,000,000	7	Jan. & July.	New York.	1895	911
Morris and Essex (D. L. & W.)	2,000,000	7	Feb. & Aug.	"	1891	109	1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	1041
1st Mortgage sinking fund, guar.	354,000	7	Jan. & July.	"	1900	104	2d Mortgage	1,500,000	7	May & Nov.	"	1896	1041
2d Mortgage	873,000	7	Feb. and Aug.	"	1889	103	Chattel Mortgage	340,000	10	April & Oct.	"	1877	1061
Convertible bonds	4,821,000	7	April & Oct.	"	1901	110	General Mortgage	436,500	7	Jan. & July.	"	1903	1051
Construction bonds	1,029,000	7	"	"	1915	1081	North Shore (Flush. N. S. & Cent.)	135,000	7	Feb. & Aug.	New York.	1887	....
Gen'l M. (1st on Boston Br.) gr.	3,000,000	7	June & Dec.	"	1915	1081	1st Mortgage	1,500,000	6	J. A. J. & O.	Annapolis.	1885	101
Special Mortgage	1,000,000	6	Jan. & July.	New York.	74-83	821	2d Mortgage S. F. Coupon	1,570,000	6	Jan. & July.	Baltimore.	1885	101
Consol. mort. for \$25,000,000	1,000,000	4	"	"	81-91	....	3d Mortgage Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	1031
Nashville, Chattanooga & St. Louis:	5,800,000	7	"	"	1913	....	4d Mortgage (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	100
1st Mort. endorsed by Tenn.	2,100,000	7	Jan. & July.	New York.	1900	87	Income conv. coupon	1,000,000	7	April & Oct.	Harrisburg.	1880	....
2d Mort. (Government Subsidy)	500,000	6*	April & Oct.	Nashville.	1887	....	Income coupon	3,000,000	7	Jan. & July.	"	1922	70
New Mortgage	1,000,000	7	"	"	1891	....	Consol. Mort. coupon	2,599,000	6*	"	Baltimore.	1900	1011
Nashville and Decatur (L. & Nash.)	2,100,000	7	Jan. & July.	New York.	1900	87	Consol. Mort. registered	205,000	6*	April & Oct.	"	1900	....
1st Mortgage sinking fund, guar.	500,000	6*	April & Oct.	"	1881	....	Consol. General Mort. S. F.	2,000,000	6*	Jan. & July.	Lond. & Balt.	1904	....
2d Mortgage gold	102,000	7	Jan. & July.	Bridgeport.	1876	....	Northern New Jersey (Erie):	400,000	7	Jan. & July.	Jersey City.	1878	....
Naugatuck:	600,000	7	Jan. & July.	New York.	1891	....	1st Mortgage skg fd guar.	30,007,600	7.3*	Jan. & July.	New York.	1900	18
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	1011	Northern Pacific:	140,000	6	Jan. & July.	Baltimore.	1885	1001
Newark & New York (O. of N. J.)	171,500	6	Jan. & July.	Boston.	1881	981	1st Mort. on R. R. & lands gold.	3,500,000	7*	"	New York.	....	....
New Issue for \$360,000	400,000	7	"	"	1894	1061	Norwich & Worcester (B. H. & E.)	400,000	6*	Jan. & July.	Boston.	1877	....
New Haven and Derby:	525,000	7	Various	New Haven.	98-00	....	Construction Bonds	150,000	7	"	"	1877	....
1st Mortgage	3,000,000	7	May & Nov.	New York.	1889	....	Nyack and Northern:	150,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	2,000,000	7	"	"	1881	....	Ogdensburg and Lake Champlain:	300,000	8	Jan. & July.	Boston.	1878	931
New Haven and Northampton:	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	Equipment Mortgage	200,000	8	"	"	1879	95
1st Mortgage	750,000	6	April & Oct.	"	80-82	....	Sinking Fund Bonds	468,000	8	March & Sept.	"	1890	96
Convertible bonds, tax free	200,000	7	"	"	1891	....	Ohio and Mississippi:	3,007,000	7	Jan. & July.	New York.	1898	931
Holyoke and Westfield bonds	2,000,000	7	"	"	1891	....	Consolidated Mort. Bonds	3,517,000	7	"	"	1898	931
New Jersey Midland (N. Y. & O. M.)	3,000,000	7*	Feb. & Aug.	New York.	1895	....	Consolidated Mort. S. F. Mortgage	112,000	7*	"	London.	1898	....
1st Mortgage	1,500,000	7	"	"	1881	....	Consolidated Mort. Sterling	3,906,000	7	April & Oct.	New York.	1911	781
New Jersey and New York:	800,000	7*	March & Sept.	N. Y. or Lond.	1893	....	2d Consol. Mort. & S. F. Bonds	174,000	7	"	New York.	1882	....
1st Mortgage	2,000,000	7	May & Nov.	New York.	1889	201	Income and Funded Debt Bonds	160,000	7	May & Nov.	New York.	1883	....
1st Mort. (Tom's River Branch)	1,000,000	7	March & Sept.	"	1881	....	Debenture Sinking Fund Bonds	1,616,000	7	May & Nov.	"	1905	80
2d Mortgage	3,000,000	7	April & Oct.	"	1903	....	1st Mort. (Springfield Division)	580,000	7	April & Oct.	Philadelphia.	1896	521
Consol. Mort. for \$7,000,000	750,000	7	"	"	1881	....	Oil Creek and Allegheny River:	1,500,000	7	Feb. & Aug.	"	1883	85
Income Mortgage	3,000,000	7*	May & Nov.	New York.	1900	....	1st Mortgage (O. C. R. R.)	500,000	7	Jan. & July.	"	1890	60
New Jersey West Line:	301,000	6	April & Oct.	New York.	1885	....	1st Mort. (Warren & Franklin)	1,100,000	7	Feb. & Aug.	"	1890	65
1st Mortgage	401,000	7	June and Dec.	"	1892	....	1st Mort. (Union & Titusville)	1,100,000	7	Feb. & Aug.	"	1890	65
2d Mortgage	301,000	7	June and Dec.	"	1892	....	Consolidated Mortgage	1,100,000	7	Feb. & Aug.	"	1890	65



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:							Philadelphia, Wilmington & Balt:						
Plain Bonds .....	1,000,000	6	March & Sept.	Boston.	1878	102	Mortgage Loan, convertible ....	290,000	6	Jan. & July.	Phila. & Bost.	1884	101 1/2
Plain Bonds .....	32,000	6	"	"	1884	99 1/2	Loan of 1866 .....	161,000	6	April & Oct.	"	1878	....
Plain Bonds .....	1,450,000	7	Feb. & Aug.	"	1877	101 1/2	Loan of 1867 .....	1,000,000	6	"	"	1887	101 1/2
New Bonds for \$3,500,000 .....	1,992,000	7	March & Sept.	"	1894	109	Loan of 1872 .....	700,000	6	"	"	1892	....
Cape Cod Railroad Bonds .....	265,500	7	Feb. and Aug.	"	1881	105 1/2	Loan of 1875 .....	639,000	6	"	"	1900	....
Omaha and Northwestern:							Pickering Valley (Phila. & Rdg.):						
1st Mort. Land Grant, Gold .....	16,000 pm	7 1/2	Jan. & July.	New York.	1901	....	1st Mortgage, guaranteed .....	331,800	7	April & Oct.	Philadelphia.	1900	....
Omaha and Southwestern:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage \$20,000 p. m. ....	1,034,900	8	June & Dec.	Boston.	1896	90	1st Mort. (Col. & Newark Div.) ..	775,000	7	Jan. & July.	Philadelphia	1890	....
Orange, Alex. and Manassas—							1st Mort. (Steub. & Ind.) conv. ..	3,000,000	8	Monthly.	New York.	1884	81
See Wash. C., Va. Mid. & Gt. So.							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	83 1/2
Oregon and California:							Consolidated 2d Mortgage .....	6,000,000	7	April & Oct.	"	1913	....
1st Mortgage gold .....	10,950,000	7	April & Oct.	New York.	....	....	Pittsburg, Ft. Wayne & Chicago:						
Osage Valley & Southern Kansas:							1st Mortgage (Series A) .....	875,000	7	Jan. & July.	New York.	1912	118
1st Mortgage (5-20 years) .....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series B) .....	875,000	7	Feb. & Aug.	"	1912	....
Oshkosh & Miss. (C.M. & S.P.):							1st Mortgage (Series C) .....	875,000	7	March & Sept.	"	1912	....
1st Mortgage .....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series D) .....	875,000	7	April & Oct.	"	1912	....
Oswego and Rome (R.W. & O.):							1st Mortgage (Series E) .....	875,000	7	May & Nov.	"	1912	....
1st Mortgage .....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series F) .....	875,000	7	June & Dec.	"	1912	....
Income Mortgage .....	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series G) .....	800,000	7	Jan. & July.	"	1912	108
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series H) .....	800,000	7	Feb. & Aug.	"	1912	....
1st Mortgage, guaranteed .....	201,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series I) .....	800,000	7	March & Sept.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series J) .....	800,000	7	April & Oct.	"	1912	....
1st Mortgage guar. by C.B. & Q.	1,131,000	8	Jan. & July.	N.Y. & Bost.	1900	106	2d Mortgage (Series K) .....	800,000	7	May & Nov.	"	1912	....
Owensboro' and Russellville.							2d Mortgage (Series L) .....	800,000	7	June & Dec.	"	1912	....
1st Mortgage for \$1,500,000 .....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series M) .....	2,000,000	7	April & Oct.	"	1912	101
Pacific of Missouri (Atl. & Pac.):							Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
1st Mortgage gold .....	7,000,000	6	Feb. & Aug.	New York.	1888	90	Equipment bonds .....	1,000,000	8	March & Sept.	"	1884	....
2d Mortgage sinking fund .....	2,804,000	7	Jan. & July.	"	1891	76	Pittsburg, Va. and Charleston:						
Income Bonds .....	1,500,000	7	Mar. and Sept.	"	1892	....	1st Mortgage .....	700,000	7	April & Oct.	New York.	1902	....
St. Louis County Debt .....	700,800	7	Monthly.	St. Louis.	1886	....	Pittsburg, Wash. & Baltimore:						
Real Estate Bonds .....	800,000	8	May & Nov.	New York.	1892	....	1st Mort. (Pittsb. & Conn'tsville) ..	4,000,000	7	Jan. & July.	Baltimore.	1899	104 1/2
1st Mort. (Carondelet Branch) ..	500,000	6	April & Oct.	"	1893	....	2d Mort. do. (Balt. Loan) .....	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Leav. Atch. & N.W.) ..	500,000	7	"	"	1889	....	1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
1st Mort. (Lex. & St. Louis) gold	900,000	6	June & Dec.	"	1890	....	Real Estate Mortgage .....	100,000	6	.....	Baltimore.	1888	....
Paducah and Memphis:							Plymouth, Kankakee & Pacific:						
1st Mortgage gold for \$2,805,000.	1,541,000	7	Feb. & Aug.	New York.	1902	....	1st Mortgage for \$2,000,000 .....	20,000 pm	7	Jan. & July.	New York.	1901	....
Panama:							Port Huron and Lake Michigan:						
General Mortgage, stg £597,300.	2,389,330	7	April & Oct.	London.	1897	....	1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1899	....
Paris and Decatur:							Portland & Ogdensb. (Me. & N.H.):						
1st Mortgage gold, S. F. ....	1,200,000	7	Jan. & July.	N. Y. & Lond.	1892	....	1st Mort. (Maine Section) gold ..	800,000	6	Jan. & July.	Boston.	1900	....
Paterson and Newark (Erie) .....	500,000	7	Jan. & July.	New York.	1878	....	Consol. Mort. gold, for \$3,300,000	149,000	6	May & Nov.	"	1901	50 1/2
1st Mortgage, guaranteed .....	500,000	7	Jan. & July.	New York.	1878	....	Portland and Ogdensburg (Vt.):						
Pekin, Line. & Decatur (TW & W):							1st Mortgage gold, for \$2,300,000	1,200,000	6	May & Nov.	N.Y. & Bost.	1891	40
1st Mortgage, guaranteed .....	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland and Oxford Central:						
Pemberton & Hights (UC of N.J.):							1st Mortgage of 1893 .....	250,000	8	Jan. & July.	Portland.	1883	....
1st Mortgage, guaranteed .....	160,000	7	Jan. & July.	Philadelphia.	1889	100	Portland and Rochester:						
Peninsular (Mich.) Railway:							1st Mort. (Portland Loan) skg fd	700,000	8	Jan. & July.	Boston.	1887	....
1st Mortgage gold (S.F.) 1st series	1,800,000	7	May & Nov.	N.Y. or Lond.	1899	....	1st Mortgage (equal lien) .....	100,000	7	April & Oct.	"	1887	....
1st Mortgage gold (S.F.) 2d series	979,000	7	"	"	1900	....	2d Mort. (Portland Loan) .....	396,500	6	Mar. & Sept.	"	1891	....
Pennsylvania:							Port Royal (S. C.):						
1st Mort. (Harris'g to Pittsburg)	4,970,000	6	Jan. & July.	Philadelphia.	1880	105	1st Mortgage gold, skg fd .....	1,500,000	7	May & Nov.	N.Y. & Lond.	1889	....
General Mortgage .....	19,934,760	6	J. A. J. & O.	Philadelphia.	1910	104	1st Mort. gold, guar. by Ga. Co.	1,000,000	7	"	"	1889	....
(General Mortgage, registered.)	14,550,000	6	Jan. & July.	London.	1905	99	Portsmouth, Gt. Falls & Conway:						
Consolidated Mortgage .....	6,201,076	5	April & Oct.	Philadelphia.	1875	90	1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1899	50
State lien for \$7,500,000, skg fd							Poughkeepsie and Eastern:						
Pennsylvania Coal:							1st Mort. gold, conv. & tax free ..	644,500	7	Jan. & July.	New York.	1910	....
1st Mortgage .....	487,500	7	Feb. and Aug.	New York.	1881	....	2d Mortgage .....	78,000	7	"	"	....	....
Pennsylvania and Delaware:							Providence and Worcester:						
1st Mortgage .....	1,083,900	7	Feb. & Aug.	Philadelphia.	1903	....	1st Mortgage .....	800,000	6	Jan. & July.	Providence.	1886	....
2d Mortgage .....	619,000	7	April & Oct.	"	1903	....	Stoughton Branch bonds .....	1,000,000	6	"	"	....	....
Pennsylvania & New York (L.V.):							Quincy, Alton & St. Louis:						
1st Mortgage, guaranteed .....	1,500,000	7	June & Dec.	Philadelphia.	1896	110	1st Mortgage gold .....	1,000,000	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage, guaranteed .....	1,500,000	7	"	"	1906	....	Quincy and Palmyra:						
Peoria & Bureau Val (C.R. & P.):							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage, guaranteed .....	600,000	8	Jan. & July.	New York.	1877	....	Quincy and Toledo (T., W. & W.):						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage, guaranteed .....	500,000	7	May & Nov.	New York.	1890	50
1st Mortgage, traffic guarantee ..	571,000	8	Jan. & July.	Boston.	1878	104	Quincy & Warsaw (C. B. & Q.):						
Peoria, Pekin and Jacksonville:							1st Mortgage, guaranteed .....	754,000	8	Jan. & July.	Boston.	1890	105 1/2
1st Mortgage .....	1,000,000	7	Jan. & July.	New York.	1884	....	Reading and Columbia (P. & R.):						
2d Mort. conv. & tax free .....	1,000,000	7	April & Oct.	"	1900	....	1st Mort., Coupon, guaranteed ..	650,000	7	March & Sept.	New York.	1882	95
Peoria and Rock Island:							2d Mort., Coupon, guaranteed ..	550,000	7	June & Dec.	Columbia.	1884	....
1st Mort. gold, conv. & tax free ..	1,500,000	7	Feb. & Aug.	N.Y. & Lond.	1900	....	Rensselaer and Saratoga:						
2d Mortgage .....	150,000	10	Jan. & July.	New York.	1900	....	1st Mortgage .....	300,000	7	Jan. & July.	Troy.	1890	118
Perkiomen (Phila. and Rdg.):							2d Mortgage .....	150,000	7	"	"	1887	....
1st Mortgage, guaranteed .....	619,000	6	April & Oct.	Philadelphia.	1897	87	1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
Petersburg:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	"	1890	....
1st Mortgage (instalments) .....	341,500	8	Jan. & July.	New York.	1900	....	1st Mortgage (Glenn's Falls) .....	125,000	7	Jan. & July.	"	1894	....
2d Mortgage .....	500,000	8	"	"	1902	....	Consol. Mort. for \$2,000,000 .....	1,925,000	7	May and Nov.	"	1921	92
Philadelphia and Baltimore Cent.							Richmond and Danville:						
1st Mortgage (Penn. Div. 364 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Virginia State Loan, skg fund ..	600,000	6	Jan. & July.	Richmond.	1880	....
1st Mortgage (Md. Div. 94 m.) ..	300,000	6	"	"	1891	....	Virginia State guar. bonds .....	157,500	6	"	"	1875	....
2d Mortgage (Pa. & Md. 46 m.) ..	400,000	7	"	"	1900	....	1st Mort. (Piedmont Branch) ..	800,000	8	.....	"	1888	....
Philadelphia and Erie (Penn.):							1st Mort. (Northwestern, N.C.) ..	500,000	6 1/2	April & Oct.	N. Y. or Rich.	....	....
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877								



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:							South Carolina:						
1st Mortgage.....	348,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,486,233	5 1/2	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	897,600	7	" " "	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	" "	1902	....
2d Mort. ( " ).....	17,500	6	" " "	" "	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island).....	118,000	6	June & Dec.	" "	1876	....	Domestic (I) Bonds.....	1,286,500	7	April & Oct.	" "	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	76,000	6	Jan. & July.	" "	'80-'92	....
1st Mort. (E. D.) gold tax free..	1,500,000	8 1/2	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M. (W.D.) land grant, g'd tax fr	5,500,000	8 1/2	" " "	" "	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
Joseph and St. Louis:							2d Mort. " " " " "	200,000	7	" " "	" "	1889	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York.	1898	....	South Mountain Iron (Cumb. Val.):						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	100	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mort. " " " " "	5,000,000	7 1/2	May & Nov.	" "	1897	75	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	" "	1894	....
1st Mort. L.G. (Arkansas Br'h)	1,100,000	7	April & Oct.	" "	1894		South and North Alabama:						
1st Mortgage preferred (Series O)	1,400,000	7	Feb. & Aug.	" "	1894	92	1st Mort., endor. by Ala. gold...	391,000	8 1/2	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894		Sterling Mort. guar. by L. & N.	51,100,000	8 1/2	May & Nov.	London.	....	....
3d Mortgage Income (Series E)	1,700,000	7	" " "	" "	1894	73	South Pacific (Atl. and Pac.):						
Equipment Mortgage.....	300,000	10	March & Sept.	" "	1894		1st Mortgage gold, assumed....	7,188,500	6 1/2	Jan. & July.	New York.	1888	70 1/2
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7 1/2	Feb. & Aug.	New York.	1892	100	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	'80-'81	99 1/2
2d Mort. " " " " "	5,000,000	7 1/2	May & Nov.	" "	1897	75	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas Br'h)	1,100,000	7 1/2	June & Dec.	" "	1897		1st preferred bonds.....	678,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort. (Cairo, Ark. & Tex.)	1,500,000	7 1/2	" " "	" "	1897		2d preferred bonds.....	621,000	6	" " "	" "	'84-'90	....
Consolidated Mortgage.....	1,500,000	7	" " "	" "	1899		3d preferred bonds.....	452,800	6	" " "	" "	'84-'90	....
St. Louis, Jacksonville & Chicago:							Southern Central (N.Y.):						
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	548,000	7	Jan. & July.	" "	1898	....	2d Mortgage.....	600,000	7	March & Sept.	" "	1882	....
St. Louis, Kansas City & North:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	88 1/2	1st Mortgage gold.....	1,300,000	7 1/2	May & Nov.	New York.	1900	....
Real estate & 2d M. for \$3,000,000	998,000	7	March & Sept.	" "	1899		Southern of L. L:						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6 1/2	Jan. & July.	New York.	1901		2d Mort., Sinking Fund.....	1,500,000	7	May & Nov.	" "	....	80
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg fund con	1,000,000	7	" " "	" "	1896	....	2d Mortgage, land grant.....	1,232,000	7	Jan. & July.	" "	1890	....
1st Mort. (Evans, Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	" "	1902	....	1st Mortgage gold for \$28,000,000.	11,000,000	6 1/2	April & Oct.	New York.	....	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7 1/2	March & Sept.	Philadelphia.	1900	....
2d Mortgage (A.) guaranteed.....	1,600,000	7	May & Nov.	" "	1898	....	2d Mortgage gold.....	88,000	7 1/2	" " "	" "	1880	....
2d Mortgage (B.) convertible....	1,000,000	7	" " "	" "	1898	....	South Western (Gen. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	1st Mortgage, various conv....	301,000	7	various.	Macon.	'72-'86	....
St. Paul and Iowa Southwestern:							1st Mortgage (Muscookee) conv..	300,000	7	" " "	" "	'72-'76	....
1st Mortgage.....	4,500,000	7 1/2	May & Nov.	....	1902	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorced.....	198,370	7	" " "	" "	1879	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....	Springfield, Athol & Northeastern:						
2d Mort. ( " do. ) & 1st land gr.	1,148,750	7	June & Dec.	" "	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7 1/2	May & Nov.	London.	....		Springfield & Illinois S. Eastern:						
2d M. ( " do. ) R.R. & Lands.	8,500,000	7 1/2	" " "	" "	....		1st Mortgage gold, tax free.....	3,400,000	7 1/2	Feb. & Aug.	New York.	1899	....
General Mortgage for \$15,000,000	....	7 1/2	" " "	" "	....		2d Mortgage gold, tax free.....	446,000	7 1/2	April & Oct.	" "	1900	....
St. Paul, Stillwater & Taylor's F.							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund....	500,000	7 1/2	Feb. & Aug.	New York.	1901	....
St. Paul and Northern Pacific:							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Salem and Lowell (B. & L.):							Stanstead, Shefford and Chamblay:						
1st Mortgage.....	228,900	6	Feb. & Aug.	Boston.	1878	95	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	45
Sand., Mansfield & Newark (B. & O.):							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	101	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Saratoga & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	" "	1881	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.		Summit Branch:						
Savannah and Charleston:							1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	85
1st Mortgage (Rev. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Sunbury and Lewiston:						
State guaranteed (O. & S.) bonds.	508,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,200,000	7 1/2	April & Oct.	Philadelphia.	1890	....
Funded Interest bonds, guar.	111,800	7	" " "	New York.	1889	....	Income Mort. gold.....	200,000	6 1/2	" " "	" "	1891	....
Savannah, Griffin & North Ala.:							Susquehanna, Bridge & Erie Junc. (E.):						
1st Mortgage for \$500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	....	New York.	....	....
Savannah and Memphis:							Syracuse, Bing. & N.Y. (D.L. & W.):						
1st Mort., gold, endor. by State.	16,000pm	8 1/2	May and Nov.	New York.	1890	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Susq. (D. & H. Can.):							2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
1st Mortgage gold, tax free.....	400,000	7 1/2	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Beholcraft & Three R. (L.S. & M.S.):							1st Mort. gold, for \$500,000.....	500,000	7 1/2	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Tebos and Neosho (M. K. & T.):						
Seaboard and Roanoke:							1st Mortgage gold, skg fund....	1,163,000	7 1/2	June & Dec.	New York.	1903	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1890	....	Terre Haute & Indianapolis:						
Belma and Gulf:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Bonds of 1878 for \$1,600,000.	516,000	7	" " "	" "	1894	....
Belma, Marion and Memphis:							Texas and Pacific:						
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	1st Mortgage S. F. Gold.....	40,000pm	6 1/2	June & Dec.	N.Y. or Lond.	1912	....
Belma, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,386,000	7	Jan. and July.	....	1906	60 1/2
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	" " "	" "	1881	....	1st Mortgage (Eastern Div.)....	1,000,000	7	June & Dec.	New York.	1894	87
Shamokin Valley & Pottav. (N.C.):							1st Mortgage (Western Div.)....	1,800,000	7	Feb. and Aug.	" "	1896	80 1/2
1st Mortgage, on road and lands.	2,000,000	7 1/2	Jan. & July.	Philadelphia.	1901	102	2d Mort. conv. ( " " " " )	1,300,					



## AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):							Western Maryland:						
1st Mortgage 4% fund, guar.	\$9,700	7	Jan. & July.	Troy.	1878		1st Mortgage, unendorsed.	\$400,000	6	Jan. and July.	Baltimore.	1890	99 1/2
Troy and Boston:							1st Mort. endor. by Balt.	200,000	6	" " "	"	1890	100 1/2
1st Mortgage.	300,000	7	Jan. & July.	New York.	1887		2d Mort.	800,000	6	" " "	"	1890	100 1/2
2d Mortgage.	300,000	7	April & Oct.	"	1885		2d Mort. endor. by Wash. Co.	300,000	6	" " "	"	1890	100 1/2
3d Mortgage.	650,000	7	May and Nov.	"	1875		2d Mortgage preferred.	600,000	6	" " "	"	1895	98
Convertible Bonds.	648,000	7	"	"	1882		3d Mortgage endor. by Balt.	875,000	6	" " "	"	1900	100 1/2
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.	1,000,000	6	" " "	"	1900	100 1/2
1st Mortgage, guaranteed.	500,000	7	May and Nov.	New York.	1890		Western Pacific (Can. Pac.):						
Troy Union (and Depot):							1st Mort. assumed.	2,735,000	6 1/2	Jan. and July.	New York.	1899	101 1/4
1st Mortgage, guaranteed.	680,000	6	Jan. & July.	New York.	1878		Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.	800,000	6	Apr. and Oct.	Philadelphia.	1898	100 1/2
1st Mortgage.	408,000	7	April & Oct.	Philadelphia.	1901		1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	100 1/2
Union Pacific:							General Mortgage.	1,200,000	7	"	"	1896	100 1/2
1st Mortgage gold, tax free.	27,230,000	6 1/2	Jan. & July.	N. Y. & Bos.	96-99	105 1/2	Western Union (Chl. M. & St. P.):						
1st Mort. Land Grant.	7,874,000	7	Apr. and Oct.	"	1887	104 1/2	1st Mortgage for \$5,000,000.	3,500,000	7	Jan. and July.	New York.	1896	100 1/2
2d Mortgage (Gov. subsidy).	27,236,512	6	Jan. & July.	U.S. Treasury.	96-99	91 1/2	West Jersey:						
3d Mortgage Sinking Fund.	14,400,000	8	March & Sept.	New York.	1894		Debiture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1888	89 1/2
Omaha Bridge Bids, etc. \$250,000.	2,500,000	8 1/2	Apr. and Oct.	London.	1896		1st Mortgage.	1,000,000	6	Jan. and July.	Philadelphia.	1891	101 1/2
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.	100,000	6	"	"	1878	100 1/2
1st Mortgage gold, tax free.	1,600,000	6 1/2	May and Nov.	New York.	1895		1st Mort. (Swedenboro) guar.	200,000	6	June & Dec.	Camden.	1896	100 1/2
2d Mortgage (Gov. subsidy).	1,600,000	6	Jan. & July.	U.S. Treasury.	96-7-8		2d Mort. (Cape May & Millville).	500,000	7	Apr. and Oct.	"	1899	100 1/2
Union Pacific, S. Br. (M. & T.):							Consolidated Mortgage.	1,000,000	7	"	"	1899	100 1/2
1st Mortgage gold, 4% fund.	3,220,000	6 1/2	Jan. & July.	New York.	1899		West Wisconsin:						
Union & Titusville (O.C. & A. Riv.):							1st Mort. land gr. gold 4% fund	3,900,000	7 1/2	Jan. and July.	N. Y. or Lond.	1887	100 1/2
1st Mortgage.	500,000	7	Jan. & July.	New York.	1899	60	1st Mort. (Senharm Extension).	640,000	7 1/2	"	"	1902	100 1/2
United N. J. R. & Canal Cos.							White Water Valley:						
Loan of 1901 (United Company's)	3,000,000	6	March & Sept.	Philadelphia.	1901	99 1/2	1st Mortgage.	1,071,840	8	Feb. and Aug.	Cincinnati.	1890	100 1/2
Sterling Loan \$250,000 (U. Co's)	1,844,000	6 1/2	"	London.	1894		Wico Mico and Peconoke:						
Sterling Loan \$250,000 ( " )	1,800,000	6 1/2	"	"	1894		1st Mortgage.	200,000	6	Jan. and July.	New York.	1888	100 1/2
Loan of 1894 St. Fund ( " )	2,000,000	6	Apr. and Oct.	Philadelphia.	1894		Williamston and Tarboro:						
Loan of 1888 (United Company's)	154,000	6	Feb. and Aug.	"	1888	98	1st Mortgage.	350,000	8	May and Nov.	New York.	1900	100 1/2
Bond to State of N. Jer. (U. Co's)	600,000	7	(Due 90 days after demand.)	"	1888		Wilmington, Colum. & Augusta:						
Sterling S. F. \$202,000 (C. & A.)	1,310,000	6 1/2	Feb. and Aug.	London.	1880		1st Mortgage.	3,800,000	7	June & Dec.	Baltimore.	1900	40
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	100 1/2	Wilmington and Reading:						
Loan of 1889 ( " )	550,000	6	June & Dec.	Princeton.	1889	100	1st Mortgage.	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	48
Mort. Loan ( " )	5,000,000	6	May and Nov.	Philadelphia.	1889	100	2d Mortgage coupon or regis.	1,700,000	7	Jan. and July.	"	1902	10
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1873		Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)			Sterling Bonds.	648,700	6 1/2	Jan. and July.	London.	1881	100 1/2
Utah Central:							Sterling Bonds.	221,400	7 1/2	May and Nov.	"	1886	100 1/2
1st Mortgage.	1,000,000	6	Jan. & July.	Salt Lake City.	1890		Sinking Fund gold Bonds.	749,900	7 1/2	Jan. and July.	New York.	1890	101 1/2
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.	600,000	7	Jan. & July.	Salt Lake City.	1891		1st Mortgage.	500,000	7 1/2	J. A. J. & G. Phil. & Wilm.	1892	100 1/2	
Utica and Black River:							Winona & St. Peter (O. & N. W.):						
1st Mortgage.	200,000	7	Jan. & July.	N. Y. & Utica.	1878		1st Mortgage \$20,000 p. m.	2,750,000	7	Jan. and July.	New York.	1887	85
Bonds of 1871 (2d issue).	575,000	7	"	"	1891		2d Mortgage \$12,000 p. m.	1,850,000	7	May and Nov.	"	1907	70
Utica, Ithaca and Elmira:							Extension mortgage bonds.	4,875,000	7 1/2	June & Dec.	"	1906	100 1/2
1st Mortgage, Sterling.	1,500,000	7 1/2	Jan. & July.	London.	1902		Wisconsin Central:						
Vermont Cent. & Bee Central Vt.							1st M. L. G. gold S. F. \$25,000 p.m.	4,518,300	7 1/2	Jan. and July.	Boston.	1901	50
Vermont and Massachusetts:							Worcester (M. L.):						
1st Mortgage sinking fund.	550,000	6	Jan. and July.	Boston.	1883	100 1/2	1st Mortgage.	210,000	6	Jan. and July.	Baltimore.	1891	100 1/2
Convertible bonds, tax free.	200,000	7	"	"	1879	104 1/2	Worcester and Nashua:						
Convertible bonds.	150,000	7	"	"	1881	103	Plain Bonds.	125,000	7	Jan. and July.	Boston.	1881	100 1/2
Vicksburg and Meridian:							Plain Bonds.	185,400	6	Various.	"	91-87	100 1/2
1st series (red).	717,500	7	Jan. and July.	Philadelphia.	1890		Plain Bonds.	250,000	7	Apr. and Oct.	"	1893	100 1/2
General 2d series (blue).	850,000	7	"	"	1890		CANAL BONDS.						
Mortgage 3d series (black).	138,000	7	"	"	1890		Chesapeake and Delaware:						
4th series (not end.).	1,141,700	7	Apr. and Oct.	"	1890		1st Mortgage sinking fund.	1,998,750	6	Jan. and July.	Philadelphia.	1896	86
Special Loan 1871.	218,000	6	Jan. and July.	"	1890		Chesapeake and Ohio:						
Vineyard:							Sterling Loan guaranteed.	4,375,000	6 1/2	J. A. J. & O.	London.	1890	100 1/2
1st Mortgage tax free.	750,000	7	Apr. and Oct.	New York.	1890		Preferred Bonds (next lien).	1,099,500	6	Jan. and July.	Baltimore.	1885	116 1/2
Virginia & Tennessee (A. M. & O.):							Delaware Division (L. O. & N.):						
Enlarged Mortgage.	990,000	6	Jan. and July.	N. Y. & Lynch.	1884	78	1st Mortgage, guaranteed.	800,000	6	Jan. & July.	Philadelphia.	1878	97 1/2
4th Mortgage.	870,000	8	March & Sept.	"	1900	79 1/2	1st Mort. (2d series, Nov. 1, '07)	1,500,000	7	May and Nov.	New York.	1877	102 1/2
Registered Certificates.	118,295	8	Jan. and July.	"	1875		regis. (2d series, July 1, 1869)	3,500,000	7	Jan. and July.	"	1884	110
Funded Interest.	226,300	8	"	"	1880		tered. (3d series, Jan. 1, 1871)	2,500,000	7	"	"	1891	114
Income Mortgage (fundable).	93,600	8	"	"	1890		Coupon bonds of 1874.	3,000,000	7	Apr. and Oct.	"	1894	113
Walkkill Valley (Erie):							Registered bonds of 1874.	2,000,000	7	"	"	1894	113
1st Mortgage gold, tax free.	810,500	7 1/2	Apr. and Oct.	New York.	1901		Lehigh Coal and Navigation:						
Warren (D. L. & W.):							Mortgage Loan of 1877.	762,770	6	June & Dec.	Philadelphia.	1877	96
1st Mortgage, guaranteed.	511,400	7	Feb. and Aug.	New York.	1875		Convertible Bonds.	62,550	6	"	"	1883	96
2d Mortgage, guaranteed.	750,000	7	May and Nov.	"	1900		Convertible Loan, gold.	822,000	6 1/2	March & Sept.	"	1894	102 1/2
Warren & Franklin (O. C. & A. Riv.):							1st Mortgage, registered.	6,441,841	6 1/2	J. A. J. & O.	"	1884	104 1/2
1st Mortgage, assumed.	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	85	1st Mortgage, reg. (R. R.).	2,000,000	6 1/2	F. M. A. & N.	"	1897	104 1/2
Warwick Valley (Erie):							Mortgage (equip.) Loan, gold.	4,757,000	6 1/2	June & Dec.	"	1897	104 1/2
1st Mortgage.	80,000	7	Apr. and Oct.	New York.	1880		Consolidated Mortgage.	1,066,000	7	"	"	1911	102 1/2
Wasatch and Jordan Valley:							Greenwood Mortgage Loan.	775,000	6	Feb. and Aug.	"	1892	102 1/2
1st Mortgage.	150,000	6 1/2	May and Nov.	New York.	1893		Greenwood Mortgage Loan.	140,000	6	Apr. and Oct.	"	1877	102 1/2
Washington City, Va. Mid. & Gt. So.							Monongahela Navigation:						
1st Mort. (O., Alex. & Manassas).	1,050,000	7	Jan. and July.	Baltimore.	1882	87 1/2	1st Mortgage.	103,000	6	Jan. and July.	New York.	1887	100 1/2
2d Mort. ( " )	350,000	7	"	"	1891		Morris (and Banking):						
1st Mort. (Orange & Alexandria).	400,000	6	May and Nov.	"	1873	80	1st Mortgage.	500,000	6	Apr. and Oct.	Philadelphia.	1878	99
2d Mort. ( " )	1,200,000	6	Jan. and July.	"	1875	80 1/2	Boat Loan, sinking fund.	226,065	7	Apr. and Oct.	"	1899	101 1/2
3d Mort. ( " )	600,000	8	May and Nov.	"	1873	74 1/2	Preferred Stock Dividend Scrip.	108,164	7	Jan. and July.	"	1887	101 1/2
4th Mort. ( " )	700,000	8	March & Sept.	"	1890	80	Pennsylvania:						
Funded Coupons (do.).	722,044	7	"	"	1890		1st Mortgage 4% fund guar.	2,805,000	6	Jan. and July.	Philadelphia.	1910	75



RAILROAD SHARE LIST. Including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

*asterisk (\*)* recurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

Abstract of General Balance Sheet.										Operations.		Earnings.		Value of Shares.							
Property and Assets.				Liabilities.		Railroad Operated.		Trains Moved.		Passengers.		Freight.		Gross.		Net.		Dividends.		Market.	
Rolling Stock.		Railroad.		Assets.		Accounts and Cash.		Stocks.		Bonds.		Accounts.		Surplus Income.		M.		Tons.		No.	
Freight.		Pass.		R. M. E.		Engines.		In progress.		Track and Sidings.		Branch Line.		Main Line.		M.		Tons.		No.	
Year ending.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.	
Sept. 30, 1874	1874	60.9	28	126.0	3	1	3	1	3	1	3	1	3	1	3	1	3	1	3	1	
Oct. 31, 1874	1874	51.8	4.9	119	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Nov. 30, 1874	1874	286.0	14.8	100	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Dec. 31, 1874	1874	210.0	21.0	100	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Jan. 31, 1875	1875	282.0	21.0	100	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Feb. 28, 1875	1875	282.0	21.0	100	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Mar. 31, 1875	1875	282.0	21.0	100	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Apr. 30, 1875	1875	282.0	21.0	100	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
May 31, 1875	1875	282.0	21.0	100	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Jun. 30, 1875	1875	282.0	21.0	100	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Jul. 31, 1875	1875	282.0	21.0	100	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Aug. 31, 1875	1875	282.0	21.0	100	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Sept. 30, 1875	1875	282.0	21.0	100	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Oct. 31, 1875	1875	282.0	21.0	100	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Nov. 30, 1875	1875	282.0	21.0	100	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Dec. 31, 1875	1875	282.0	21.0	100	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Jan. 31, 1876	1876	282.0	21.0	100	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Feb. 28, 1876	1876	282.0	21.0	100	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Mar. 31, 1876	1876	282.0	21.0	100	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Apr. 30, 1876	1876	282.0	21.0	100	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
May 31, 1876	1876	282.0	21.0	100	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Jun. 30, 1876	1876	282.0	21.0	100	1	1	1	1	1	1	1	1	1	1	1	1	1	1			

[illegible]



[illegible]



## RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &amp;c., &amp;c.

Abstract of General Balance Sheet.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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Main Line.					Branch Line.					2d Track and Sidings.					In progress.					Engines.					Pass.					R. M. E.					Freight.					Cars.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.					M.									



Dec. 31, 1874	1874	1873	1872	1871	1870	1869	1868	1867	1866	1865	1864	1863	1862	1861	1860	1859	1858	1857	1856	1855	1854	1853	1852	1851	1850	1849	1848	1847	1846	1845	1844	1843	1842	1841	1840	1839	1838	1837	1836	1835	1834	1833	1832	1831	1830	1829	1828	1827	1826	1825	1824	1823	1822	1821	1820	1819	1818	1817	1816	1815	1814	1813	1812	1811	1810	1809	1808	1807	1806	1805	1804	1803	1802	1801	1800	1799	1798	1797	1796	1795	1794	1793	1792	1791	1790	1789	1788	1787	1786	1785	1784	1783	1782	1781	1780	1779	1778	1777	1776	1775	1774	1773	1772	1771	1770	1769	1768	1767	1766	1765	1764	1763	1762	1761	1760	1759	1758	1757	1756	1755	1754	1753	1752	1751	1750	1749	1748	1747	1746	1745	1744	1743	1742	1741	1740	1739	1738	1737	1736	1735	1734	1733	1732	1731	1730	1729	1728	1727	1726	1725	1724	1723	1722	1721	1720	1719	1718	1717	1716	1715	1714	1713	1712	1711	1710	1709	1708	1707	1706	1705	1704	1703	1702	1701	1700	1699	1698	1697	1696	1695	1694	1693	1692	1691	1690	1689	1688	1687	1686	1685	1684	1683	1682	1681	1680	1679	1678	1677	1676	1675	1674	1673	1672	1671	1670	1669	1668	1667	1666	1665	1664	1663	1662	1661	1660	1659	1658	1657	1656	1655	1654	1653	1652	1651	1650	1649	1648	1647	1646	1645	1644	1643	1642	1641	1640	1639	1638	1637	1636	1635	1634	1633	1632	1631	1630	1629	1628	1627	1626	1625	1624	1623	1622	1621	1620	1619	1618	1617	1616	1615	1614	1613	1612	1611	1610	1609	1608	1607	1606	1605	1604	1603	1602	1601	1600	1599	1598	1597	1596	1595	1594	1593	1592	1591	1590	1589	1588	1587	1586	1585	1584	1583	1582	1581	1580	1579	1578	1577	1576	1575	1574	1573	1572	1571	1570	1569	1568	1567	1566	1565	1564	1563	1562	1561	1560	1559	1558	1557	1556	1555	1554	1553	1552	1551	1550	1549	1548	1547	1546	1545	1544	1543	1542	1541	1540	1539	1538	1537	1536	1535	1534	1533	1532	1531	1530	1529	1528	1527	1526	1525	1524	1523	1522	1521	1520	1519	1518	1517	1516	1515	1514	1513	1512	1511	1510	1509	1508	1507	1506	1505	1504	1503	1502	1501	1500	1499	1498	1497	1496	1495	1494	1493	1492	1491	1490	1489	1488	1487	1486	1485	1484	1483	1482	1481	1480	1479	1478	1477	1476	1475	1474	1473	1472	1471	1470	1469	1468	1467	1466	1465	1464	1463	1462	1461	1460	1459	1458	1457	1456	1455	1454	1453	1452	1451	1450	1449	1448	1447	1446	1445	1444	1443	1442	1441	1440	1439	1438	1437	1436	1435	1434	1433	1432	1431	1430	1429	1428	1427	1426	1425	1424	1423	1422	1421	1420	1419	1418	1417	1416	1415	1414	1413	1412	1411	1410	1409	1408	1407	1406	1405	1404	1403	1402	1401	1400	1399	1398	1397	1396	1395	1394	1393	1392	1391	1390	1389	1388	1387	1386	1385	1384	1383	1382	1381	1380	1379	1378	1377	1376	1375	1374	1373	1372	1371	1370	1369	1368	1367	1366	1365	1364	1363	1362	1361	1360	1359	1358	1357	1356	1355	1354	1353	1352	1351	1350	1349	1348	1347	1346	1345	1344	1343	1342	1341	1340	1339	1338	1337	1336	1335	1334	1333	1332	1331	1330	1329	1328	1327	1326	1325	1324	1323	1322	1321	1320	1319	1318	1317	1316	1315	1314	1313	1312	1311	1310	1309	1308	1307	1306	1305	1304	1303	1302	1301	1300	1299	1298	1297	1296	1295	1294	1293	1292	1291	1290	1289	1288	1287	1286	1285	1284	1283	1282	1281	1280	1279	1278	1277	1276	1275	1274	1273	1272	1271	1270	1269	1268	1267	1266	1265	1264	1263	1262	1261	1260	1259	1258	1257	1256	1255	1254	1253	1252	1251	1250	1249	1248	1247	1246	1245	1244	1243	1242	1241	1240	1239	1238	1237	1236	1235	1234	1233	1232	1231	1230	1229	1228	1227	1226	1225	1224	1223	1222	1221	1220	1219	1218	1217	1216	1215	1214	1213	1212	1211	1210	1209	1208	1207	1206	1205	1204	1203	1202	1201	1200	1199	1198	1197	1196	1195	1194	1193	1192	1191	1190	1189	1188	1187	1186	1185	1184	1183	1182	1181	1180	1179	1178	1177	1176	1175	1174	1173	1172	1171	1170	1169	1168	1167	1166	1165	1164	1163	1162	1161	1160	1159	1158	1157	1156	1155	1154	1153	1152	1151	1150	1149	1148	1147	1146	1145	1144	1143	1142	1141	1140	1139	1138	1137	1136	1135	1134	1133	1132	1131	1130	1129	1128	1127	1126	1125	1124	1123	1122	1121	1120	1119	1118	1117	1116	1115	1114	1113	1112	1111	1110	1109	1108	1107	1106	1105	1104	1103	1102	1101	1100	1099	1098	1097	1096	1095	1094	1093	1092	1091	1090	1089	1088	1087	1086	1085	1084	1083	1082	1081	1080	1079	1078	1077	1076	1075	1074	1073	1072	1071	1070	1069	1068	1067	1066	1065	1064	1063	1062	1061	1060	1059	1058	1057	1056	1055	1054	1053	1052	1051	1050	1049	1048	1047	1046	1045	1044	1043	1042	1041	1040	1039	1038	1037	1036	1035	1034	1033	1032	1031	1030	1029	1028	1027	1026	1025	1024	1023	1022	1021	1020	1019	1018	1017	1016	1015	1014	1013	1012	1011	1010	1009	1008	1007	1006	1005	1004	1003	1002	1001	1000	999	998	997	996	995	994	993	992	991	990	989	988	987	986	985	984	983	982	981	980	979	978	977	976	975	974	973	972	971	970	969	968	967	966	965	964	963	962	961	960	959	958	957	956	955	954	953	952	951	950	949	948	947	946	945	944	943	942	941	940	939	938	937	936	935	934	933	932	931	930	929	928	927	926	925	924	923	922	921	920	919	918	917	916	915	914	913	912	911	910	909	908	907	906	905	904	903	902	901	900	899	898	897	896	895	894	893	892	891	890	889	888	887	886	885	884	883	882	881	880	879	878	877	876	875	874	873	872	871	870	869	868	867	866	865	864	863	862	861	860	859	858	857	856	855	854	853	852	851	850	849	848	847	846	845	844	843	842	841	840	839	838	837	836	835	834	833	832	831	830	829	828	827	826	825	824	823	822	821	820	819	818	817	816	815	814	813	812	811	810	809	808	807	806	805	804	803	802	801	800	799	798	797	796	795	794	793	792	791	790	789	788	787	786	785	784	783	782	781	780	779	778	777	776	775	774	773	772	771	770	769	768	767	766	765	764	763	762	761	760	759	758	757	756	755	754	753	752	751	750	749	748	747	746	745	744	743	742	741	740	739	738	737	736	735	734	733	732	731	730	729	728	727	726	725	724	723	722	721	720	719	718	717	716	715	714	713	712	711	710	709	708	707	706	705	704	703	702	701	700	699	698	697	696	695	694	693	692	691	690	689	688	687	686	685	684	683	682	681	680	679	678	677	676	675	674	673	672	671	670	669	668	667	666	665	664	663	662	661	660	659	658	657	656	655	654	653	652	651	650	649	648	647	646	645	644	643	642	641	640	639	638	637	636	635	634	633	632	631	630	629	628	627	626	625	624	623	622	621	620	619	618	617	616	615	614	613	612	611	610	609	608	607	606	605	604	603	602	601	600	599	598	597	596	595	594	593	592	591	590	589	588	587	586	585	584	583	582	581	580	579	578	577	576	575	574	573	572	571	570	569	568	567	566	565	564	563	562	561	560	559	558	557	556	555	554	553	552	551	550	549	548	547	546	545	544	543	542	541	540	539	538	537	536	535	534	533	532	531	530	529	528	527	526	525	524	523	522	521	520	519	518	517	516	515	514	513	512	511	510	509	508	507	506	505	504	503	502	501	500	499	498	497	496	495	494	493	492	491	490	489	488	487	486	485	484	483	482	481	480	479	478	477	476	475	474	473	472	471	470	469	468	467	466	465	464	463	462	461	460	459	458	457	456	455	454	453	
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Rolling Stock: Debts, Income, Dividends, &c., &c.

**RAILROAD SHARE LIST, INCLUDING MERGERS, REORGANIZATIONS, AND ACQUISITIONS**

Source: *U.S. Railroad Statistics*, 1900-1901, 1902-1903, 1904-1905, 1906-1907, 1908-1909, 1910-1911, 1912-1913, 1914-1915, 1916-1917, 1918-1919, 1920-1921, 1922-1923, 1924-1925, 1926-1927, 1928-1929, 1930-1931, 1932-1933, 1934-1935, 1936-1937, 1938-1939, 1940-1941, 1942-1943, 1944-1945, 1946-1947, 1948-1949, 1950-1951, 1952-1953, 1954-1955, 1956-1957, 1958-1959, 1960-1961, 1962-1963, 1964-1965, 1966-1967, 1968-1969, 1970-1971, 1972-1973, 1974-1975, 1976-1977, 1978-1979, 1980-1981, 1982-1983, 1984-1985, 1986-1987, 1988-1989, 1990-1991, 1992-1993, 1994-1995, 1996-1997, 1998-1999, 2000-2001, 2002-2003, 2004-2005, 2006-2007, 2008-2009, 2010-2011, 2012-2013, 2014-2015, 2016-2017, 2018-2019, 2020-2021, 2022-2023, 2024-2025, 2026-2027, 2028-2029, 2030-2031, 2032-2033, 2034-2035, 2036-2037, 2038-2039, 2040-2041, 2042-2043, 2044-2045, 2046-2047, 2048-2049, 2050-2051, 2052-2053, 2054-2055, 2056-2057, 2058-2059, 2060-2061, 2062-2063, 2064-2065, 2066-2067, 2068-2069, 2070-2071, 2072-2073, 2074-2075, 2076-2077, 2078-2079, 2080-2081, 2082-2083, 2084-2085, 2086-2087, 2088-2089, 2090-2091, 2092-2093, 2094-2095, 2096-2097, 2098-2099, 2100-2101, 2102-2103, 2104-2105, 2106-2107, 2108-2109, 2110-2111, 2112-2113, 2114-2115, 2116-2117, 2118-2119, 2120-2121, 2122-2123, 2124-2125, 2126-2127, 2128-2129, 2130-2131, 2132-2133, 2134-2135, 2136-2137, 2138-2139, 2140-2141, 2142-2143, 2144-2145, 2146-2147, 2148-2149, 2150-2151, 2152-2153, 2154-2155, 2156-2157, 2158-2159, 2160-2161, 2162-2163, 2164-2165, 2166-2167, 2168-2169, 2170-2171, 2172-2173, 2174-2175, 2176-2177, 2178-2179, 2180-2181, 2182-2183, 2184-2185, 2186-2187, 2188-2189, 2190-2191, 2192-2193, 2194-2195, 2196-2197, 2198-2199, 2200-2201, 2202-2203, 2204-2205, 2206-2207, 2208-2209, 2210-2211, 2212-2213, 2214-2215, 2216-2217, 2218-2219, 2220-2221, 2222-2223, 2224-2225, 2226-2227, 2228-2229, 2230-2231, 2232-2233, 2234-2235, 2236-2237, 2238-2239, 2240-2241, 2242-2243, 2244-2245, 2246-2247, 2248-2249, 2250-2251, 2252-2253, 2254-2255, 2256-2257, 2258-2259, 2260-2261, 2262-2263, 2264-2265, 2266-2267, 2268-2269, 2270-2271, 2272-2273, 2274-2275, 2276-2277, 2278-2279, 2280-2281, 2282-2283, 2284-2285, 2286-2287, 2288-2289, 2290-2291, 2292-2293, 2294-2295, 2296-2297, 2298-2299, 2300-2301, 2302-2303, 2304-2305, 2306-2307, 2308-2309, 2310-2311, 2312-2313, 2314-2315, 2316-2317, 2318-2319, 2320-2321, 2322-2323, 2324-2325, 2326-2327, 2328-2329, 2330-2331, 2332-2333, 2334-2335, 2336-2337, 2338-2339, 2340-2341, 2342-2343, 2344-2345, 2346-2347, 2348-2349, 2350-2351, 2352-2353, 2354-2355, 2356-2357, 2358-2359, 2360-2361, 2362-2363, 2364-2365, 2366-2367, 2368-2369, 2370-2371, 2372-2373, 2374-2375, 2376-2377, 2378-2379, 2380-2381, 2382-2383, 2384-2385, 2386-2387, 2388-2389, 2390-2391, 2392-2393, 2394-2395, 2396-2397, 2398-2399, 2400-2401, 2402-2403, 2404-2405, 2406-2407, 2408-2409, 2410-2411, 2412-2413, 2414-2415, 2416-2417, 2418-2419, 2420-2421, 2422-2423, 2424-2425, 2426-2427, 2428-2429, 2430-2431, 2432-2433, 2434-2435, 2436-2437, 2438-2439, 2440-2441, 2442-2443, 2444-2445, 2446-2447, 2448-2449, 2450-2451, 2452-2453, 2454-2455, 2456-2457, 2458-2459, 2460-2461, 2462-2463, 2464-2465, 2466-2467, 2468-2469, 2470-2471, 2472-2473, 2474-2475, 2476-2477, 2478-2479, 2480-2481, 2482-2483, 2484-2485, 2486-2487, 2488-2489, 2490-2491, 2492-2493, 2494-2495, 2496-2497, 2498-2499, 2500-2501, 2502-2503, 2504-2505, 2506-2507, 2508-2509, 2510-2511, 2512-2513, 2514-2515, 2516-2517, 2518-2519, 2520-2521, 2522-2523, 2524-2525, 2526-2527, 2528-2529, 2530-2531, 2532-2533, 2534-2535, 2536-2537, 2538-2539, 2540-2541, 2542-2543, 2544-2545, 2546-2547, 2548-2549, 2550-2551, 2552-2553, 2554-2555, 2556-2557, 2558-2559, 2560-2561, 2562-2563, 2564-2565, 2566-2567, 2568-2569, 2570-2571, 2572-2573, 2574-2575, 2576-2577, 2578-2579, 2580-2581, 2582-2583, 2584-2585, 2586-2587, 2588-2589, 2590-2591, 2592-2593, 2594-2595, 2596-2597, 2598-2599, 2600-2601, 2602-2603, 2604-2605, 2606-2607, 2608-2609, 2610-2611, 2612-2613, 2614-2615, 2616-2617, 2618-2619, 2620-2621, 2622-2623, 2624-2625, 2626-2627, 2628-2629, 2630-2631, 2632-2633, 2634-2635, 2

[illegible]



Line	Station	Distance	Time	Rate	Notes
1	Albany	100	1:30	1.00	
2	Albany	100	1:30	1.00	
3	Albany	100	1:30	1.00	
4	Albany	100	1:30	1.00	
5	Albany	100	1:30	1.00	
6	Albany	100	1:30	1.00	
7	Albany	100	1:30	1.00	
8	Albany	100	1:30	1.00	
9	Albany	100	1:30	1.00	
10	Albany	100	1:30	1.00	
11	Albany	100	1:30	1.00	
12	Albany	100	1:30	1.00	
13	Albany	100	1:30	1.00	
14	Albany	100	1:30	1.00	
15	Albany	100	1:30	1.00	
16	Albany	100	1:30	1.00	
17	Albany	100	1:30	1.00	
18	Albany	100	1:30	1.00	
19	Albany	100	1:30	1.00	
20	Albany	100	1:30	1.00	
21	Albany	100	1:30	1.00	
22	Albany	100	1:30	1.00	
23	Albany	100	1:30	1.00	
24	Albany	100	1:30	1.00	
25	Albany	100	1:30	1.00	
26	Albany	100	1:30	1.00	
27	Albany	100	1:30	1.00	
28	Albany	100	1:30	1.00	
29	Albany	100	1:30	1.00	
30	Albany	100	1:30	1.00	
31	Albany	100	1:30	1.00	
32	Albany	100	1:30	1.00	
33	Albany	100	1:30	1.00	
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96	Albany	100	1:30	1.00	
97	Albany	100	1:30	1.00	
98	Albany	100	1:30	1.00	
99	Albany	100	1:30	1.00	
100	Albany	100	1:30	1.00	



## PREFERRED &amp; GUARANTEED STOCKS

(Marked thus (\*) are guaranteed by Lessee; and those (\*) have equal dividends with Lessee's own stock.)

COMPANIES	Amount of stock issued	Rate	Divs	Price
<b>RAILROAD STOCKS:</b>				
Atlantic and Great Western, pref.	10,000,000	7	7	100
Atlantic, Mississippi and Ohio, pref.	800,000	7	7	100
Atlantic, Mississippi and Ohio, guar.	276,200	7	7	100
Atlantic and Pacific, preferred	10,000,000	7	7	100
Atlantic and St. Lawrence, guar.	3,994,900	7	7	100
Baltimore and Ohio, preferred	4,348,400	6	6	100
Berkshire, guaranteed	600,000	7	7	100
Blossburg and Corning, guaranteed	250,000	5	5	100
Boston, Concord and Montreal, pref.	800,000	6	6	100
Buffalo, New York and Erie, guar.	950,000	7	7	100
Catawissa, pref. and guar.	1,150,000	7	7	100
Camden and Albany, guaranteed	6,547,800	10	10	100
Camden and Atlantic, preferred	838,400	7	7	100
Cayuga and Susquehanna, guar.	688,110	9	9	100
Cedar Rapids and Missouri River, preferred and guaranteed	700,000	7	7	100
Central of New Jersey, guar.	30,000,000	10	10	100
Central Ohio, preferred	411,550	6	6	100
Chemung, guaranteed	800,000	6	6	100
Chesapeake, preferred	2,153,200	7	7	100
Chicago and Alton, preferred	2,425,400	10	10	100
Chicago, Iowa & Nebraska, guar.	8,916,300	6	6	100
Chicago and North-Western, pref.	21,438,658	7	7	100
Cincinnati and Cleveland, pref.	423,000	6	6	100
Cincinnati and Mahoning, guar.	2,059,200	7	7	100
Cleveland and Pittsburg, guar.	241,900	8	8	100
Cumberland Valley, 1st preferred	243,000	8	8	100
" " 2d preferred	222,400	8	8	100
Dayton and Michigan, pref. & guar.	1,230,950	6	6	100
Delaware, guaranteed	2,517,140	6	6	100
Detroit and Milwaukee, pref. & guar.	8,000,000	3	3	100
Dubuque and Sioux City, guar.	492,500	6	6	100
Dubuque South-Western, pref.	492,500	6	6	100
Eastern (N. H.), guaranteed	500,000	5	5	100
Elmira, Jefferson and Canada, guar.	500,000	7	7	100
Elmira & Williamsport, pref. & guar.	600,000	6	6	100
Erie Railway, preferred	8,336,910	7	7	100
Erie and Pittsburgh, guar.	2,000,000	7	7	100
Evansville and Greencastle, pref.	100,000	7	7	100
Hannibal and St. Joseph, pref.	2,167,700	7	7	100
Harrisburg and Lancaster, guar.	1,782,500	7	7	100
Houston, preferred	1,190,000	6	6	100
Huntington & Broad Top Mt. pref.	100,780	8	8	100
Jeff. Mtd. & Indianapolis, guar.	2,000,000	7	7	100
Joliet and Chicago, guar.	1,000,000	7	7	100
Joliet and Northern Indiana, guar.	300,000	8	8	100
Little Miami, Col. and Xenia, guar.	6,394,450	8	8	100
Louisville, Cincinnati and Lex. pref.	851,000	9	9	100
Marietta and Cincinnati, 1st pref.	5,101,650	6	6	100
" " 2d pref.	4,434,250	6	6	100
Mich. Southern, (Lake Shore) guar.	533,500	10	10	100
Mill Creek, guaranteed	323,275	10	10	100
Minneapolis and St. Paul, preferred	12,274,433	7	7	100
Miss. Hill, guaranteed	3,555,450	8	8	100
Montclair, guaranteed	2,000,000	7	7	100
Morris and Essex, guar.	15,000,000	7	7	100
Neenah Valley, guar.	2,000,000	10	10	100
Newark and New York, guar.	1,000,000	7	7	100
Newcastle and Beaver Valley, guar.	605,000	10	10	100
New Jersey, guaranteed	7,255,200	10	10	100
New London Northern, guar.	971,400	10	10	100
New York & Harlem, pref. & guar.	1,500,000	8	8	100
" " com. & guar.	8,500,000	8	8	100
Niagara Br. & Canada, guar.	1,000,000	6	6	100
North Eastern (B. C.), preferred	105,000	8	8	100
North New Jersey, guar.	1,000,000	8	8	100
Norfolk and Worcester, guar.	2,323,400	10	10	100
Ogdensburg & Lake Champlain, guar.	3,077,900	7	7	100
" " p. & guar.	2,000,000	8	8	100
Ohio and Mississippi, preferred	4,000,000	7	7	100
Oswego and Syracuse, guar.	1,144,400	9	9	100
Panama, guaranteed	7,000,000	12	12	100
Parkerson and Hudson, guar.	620,000	8	8	100
Pemberton and Hightstown, guar.	342,000	6	6	100
Penn. and Bureau Valley, guar.	1,300,000	6	6	100
Philadelphia and Erie, preferred	2,400,000	10	10	100
Phila. German's & Norristown, guar.	2,231,930	12	12	100
Philadelphia and Reading, pref.	1,551,687	10	10	100
Philadelphia and Trenton, guar.	1,359,100	10	10	100
Pittsburg, Ft. Wayne & Chic., guar.	32,214,235	7	7	100
Pittsfield and North Adams, guar.	450,000	5	5	100
Portland, Saco & Portsmouth, guar.	1,500,000	10	10	100
Porter & Genesee Valley, guar.	557,500	7	7	100
Rutland, preferred and guaranteed	4,300,000	7	7	100
St. Louis, Alton & Terre Haute, guar.	2,468,400	7	7	100
St. Louis, Jackson & Oh. p. & guar.	1,044,100	7	7	100
St. Louis, Kansas City & Nor., guar.	12,000,000	7	7	100
Schenck Valley, guaranteed	678,000	6	6	100
Shamokin V. & Pottsville, guar.	869,450	6	6	100
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7	7	100
" " 2d pref.	1,000,000	7	7	100
Toledo, Wabash and Western, pref.	1,000,000	7	7	100
Warren, guaranteed	1,400,000	7	7	100
<b>CANAL STOCKS:</b>				
Delaware Division, guar.	1,533,240	8	8	100
Delaware and Marston, guar.	5,547,500	10	10	100
Morris and Essex, guar.	1,175,000	10	10	100
" " com. & guar.	1,000,000	4	4	100
Schenck Valley, preferred	3,000,977	6	6	100

## WHOLESALE PRICE CURRENT.

<b>IRON-DUTY:</b> Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 cents per lb.; Pig, 47 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2 1/2; Scrap Cast, 65; Scrap Wrought, 45 per ton. No Bar Iron to pay a less duty than 25 per cent. ad val.	
Pig, Scotch-Cotinas..... per ton 32 30 @	
Gatesherrie..... 32 @	
Summerlee..... 32 @	
Carnbroe..... 32 @	
Langloan..... 32 @	
Glenarnock..... 28 @	
Eglinton..... 29 @ 20 50	
Pig, American, No. 1..... 20 50 @ 21	
Pig, American, No. 2..... 17 @ 20	
Pig, American, Forge..... 17 @ 20	
Bar, Refined, English and American..... (gold) 100 @	
Bar, Sweden, assorted sizes..... (gold) 100 @	
<b>STONE PRICES:</b>	
Bar, Sweden, ordinary sizes..... 130 @	
Bar, Sweden, Plow sizes..... 130 @	
Bar, Refined, 1 to 2 in. rd. & sq. 1 to 6..... 55 @	
Bar Refined, 1 1/2 by 1 1/2 & 3-16 in..... 60 @	
Large Rounds, 2 1/2 to 3 1/2 in..... 70 @ 20	
Scroll..... 70 @ 20	
Orals and Half-round..... 70 @ 20	
Band, 1 to 6 in. by 3-16 to No. 12..... 65 @ 20	
Horse Shoe..... 85 @ 20	
Rods, 1 1/2 to 1 1/2 in..... 60 @ 110	
Hoop, 1 by No. 22 to 1 1/2 by 13..... 75 @ 130	
Nail Rod..... 74 @ 8	
Sheet, Refined, 16 to 24 in. (gold)..... 11 @ 12	
Sheet, Single, D. and T. Common..... 4 @ 41	
Sheet, Double and Treble, Common..... 5 @ 54	
Sheet Galvanized 1st and 2d quality, List 20 @ 25 p. ct. disc.	
Rails, English..... (gold)..... per ton..... @	
Rails, American, at Works in Penna. 42 @ 45	
<b>STEEL-DUTY:</b> Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 34 cents per lb. and 10 per cent. ad val. (Store Prices.)	
English, Cast, (2d and 1st quality)..... per lb. 14 @ 16	
English Spring (2d and 1st quality)..... 6 @ 6	
English Blister (2d and 1st quality)..... 9 @ 14	
English Machinery..... 9 @ 10	
English German (2d and 1st quality)..... 10 @ 11	
American Blister..... @ 9	
American, Cast, Tool..... @ 16	
American, Cast Spring..... @ 9	
American Machinery..... @ 10	
American German Spring..... @	
<b>NAILS-DUTY:</b> Cut, 1 1/2; Wrought, 2 1/2. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent; Yellow Metal and Zinc, 35 per cent. ad val.	
10d. to 60d. Com. Fences & Sheath per keg. 2 85 @ 3	
6d. and 9d. "..... 3 @ 3 25	
6d. and 7d. "..... 3 @ 3 50	
4d. and 5d. "..... 3 @ 3 75	
3d. and 4d. Light..... 3 @ 4 50	
2d. Fine..... 3 @ 5 25	
2d. "..... 3 @ 5	
Cut Spikes, all sizes..... 3 @ 3 25	
<b>TIN-DUTY:</b> Pig, Bar and Block, 1st; Plate and Sheets and Terne Plates, 1-10 cents per pound.	
Bianca..... (gold) per lb. @ 22	
Strait..... (gold)..... 17 @	
English, L. & F. (gold)..... 16 @	
English, Refined..... (gold)..... 17 @	
Plates - Fair to good brands..... Gold..... 7 @ 7 50	
L. C. Charcoal..... 6 @ 6 75	
Coke Terne..... 6 @ 6 25	
Charcoal Terne..... 6 @ 6 75	
<b>PETROLEUM-DUTY:</b> Crude, 20 cents; Refined 40 cents per gallon.	
Crude 40 @ 45 gravity (in bulk)..... 34 @ 51	
Crude 40 @ 47 gravity (in shipping order)..... 11 @	
Refined, Standard White (in ship's order)..... 14 @	
Refined, S. W. (in jobbing lots)..... 15 @ 16	
Refined, S. W. (in tin)..... 18 @ 21	
Naptha, Refined (65 @ 70 gravity)..... 3 @ 9	
Residuum..... (in shipping order) per gall. 6 @ 7	
<b>COPPER-DUTY:</b> Pig, Bar and Ingot 5; Old Copper 4 cents per lb.; Manufactured, Copper and Yellow Metal, Sheathing and Bolts, 45 per cent. ad val.	
Copper, New Sheathing, (over 12 oz.) per lb. @ 31	
Copper, Bolts..... @ 32	
Copper, Brass (over 14 oz.)..... @ 35	
Copper, Nails..... @ 35	
Copper, Old Sheathing, &c., mixed lots..... 19 @ 21	
Copper, American Ingot Lake..... 22 @ 22	
Copper, English Pig..... @	
Yellow Metal, New Sheathing & Bolts..... @ 23	
Yellow Metal, Bolts..... @ 23	
Yellow Metal, Nails, Sheathing & Shingling..... @ 20	
<b>LEAD-DUTY:</b> Pig, 42 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.	
Spanish Ordinary..... (gold) per 100 lb. 6 @ 7	
German Ordinary..... (gold)..... 6 @ 7	
English..... (gold)..... @ 7 12 1/2	
Foreign Refined..... (gold)..... @	
Domestic..... (gold)..... 6 @	
<b>COAL-DUTY:</b> Bituminous, 15 cts. per ton of 28 bushels 50 lb. to the bushel; Anthracite, 15 cts. per ton of 28 bushels 50 lb. to the bushel.	
Liverpool Gas Cannel..... 10 @	
Liverpool House Cannel..... 15 @ 17	
Anthracite (by cargo)..... per ton of 2,000 lb. 25 @ 6	

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 7.

	W.1	Th.2	F.3	Sat.4	M.5	Tu.7
Allegheny Val. 7 1/2-10a. 90	90	90	90	90	90	100
7a. 1880.....	100	100	100	100	100	100
Camden & Am. Co. 1885.....	100	100	100	100	100	100
6a, 1889.....	100	100	100	100	100	100
Mort. Co. 1889.....	100	100	100	100	100	100
Camden and Atlantic.....	100	100	100	100	100	100
Preferred.....	54	54	54	54	54	54
1st mortgage.....	54	54	54	54	54	54
2d mortgage.....	18	18	18	18	18	18
Catawissa.....	18	18	18	18	18	18
Preferred.....	18	18	18	18	18	18
New preferred.....	18	18	18	18	18	18
7a. new.....	18	18	18	18	18	18
Elmira & Williamsport.....	18	18	18	18	18	18
Preferred.....	18	18	18	18	18	18
7a. new.....	18	18	18	18	18	18
Hunt & H. Top Mt.....	18	18	18	18	18	18
Preferred.....	18	18	18	18	18	18
2d mortgage.....	18	18	18	18	18	18
Lehigh Navigation .... 50	50	50	50	50	50	50
6a, 1877.....	104	104	104	104	104	104
6a, 1884.....	104	104	104	104	104	104
Gold Loan.....	104	104	104	104	104	104
Railroad Loan.....	104	104	104	104	104	104
Conv. Gold Loan.....	104	104	104	104	104	104
Lehigh Valley..... 62	62	62	62	62	62	62
6a, new, coupon.....	110	110	110	110	110	110
6a, new, registered.....	106	106	106	106	106	106
7a.....	111	111	111	111	111	111
Consol. mort. 6a.....	104	104	104	104	104	104
Little Schuylkill.....	61	61	61	61	61	61
7a.....	61	61	61	61	61	61
Minerhill & Sch. Haven. 54	54	54	54	54	54	54
North Pennsylvania.....	54	54	54	54	54	54
1st mortgage 6a.....	104	104	104	104	104	104
2d mortgage 7a.....	104	104	104	104	104	104
Chattel 10a.....	104	104	104	104	104	104
Gen'l mort. 7a, coup.....	40	40	40	40	40	40
Northern Central.....	40	40	40	40	40	40
Oil Creek & Alleg. Riv.....	14	14	14	14	14	14
1st mortgage.....	89	89	89	89	89	89
Pennsylvania R. E.....	50	50	50	50	50	50
1st mortgage.....	105	105	105	105	105	105
Gen'l mortgage.....	105	105	105	105	105	105
Gen'l mort. reg.....	107	107	107	107	107	107
Penn. State 6a. 2d series.....	104	104	104	104	104	104
Penn. State 6a. 3d series.....	112	112	112	112	112	112
Philadelphia City. 6a.....	103	103	103	103	103	103
6a, new.....	103	103	103	103	103	103
Phila. and Reading.....	50	50	50	50	50	50
Debenture bonds.....	82	82	82	82	82	82
7a, of 1899.....	105	105	105	105	105	105
7a, new, convertible.....	105	105	105	105	105	105
Gen'l mortgage.....	105	105	105	105	105	105
Gen'l mortgage, reg.....	105	105	105	105	105	105
Philadelphia and Erie. 21	21	21	21	21	21	21
1st mortgage, 6a.....	94	94	94	94	94	94
2d mortgage, 7a.....	94	94	94	94	94	94
Pittsb. Cin. & St. L. 7a. 54	54	54	54	54	54	54
Schuylkill Navigation.....	83	83	83	83	83	83
Preferred.....	15	15	15	15	15	15
6a, 1872.....	96	96	96	96	96	96
6a, 1876.....	96	96	96	96	96	96
6a, 1892.....	82	82	82	82	82	82
United Co. of N. Jersey 142	142	144	144	144	144	144
Houstonville, (Horse). 38	38	37	37	37	36	36
Obolentz & Wal. (do.).....	105	105	105	105	105	105
Germantown (do.).....	87	87	87	87	87	87
Green and Coates (do.).....	67	67	67	67	67	67
Lombard & 8th (do.).....	50	50	50	50	50	50
2d and 3d streets (do.).....	52	52	52	52	52	52
Spruce and Pine (do.).....	52	52	52	52	52	52
13th and 14th sts. (do.).....	49	49	49	49	49	49
Union (do.).....	49	49	49	49	49	49



## New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 8, 1896.					
	Th. 2.	F. 3.	Sat. 4.	M. 5.	Tu. 7.
Adams Express.....	108	107	108	108	108
Albany and Susq.....	104	104	104	104	104
1st mortgage.....	110	110	110	110	110
2d mortgage.....	108	108	108	108	108
American Express.....	92	92	92	92	92
Am. Dock and Imp. 7s.....	108	108	108	108	108
Atlantic & Pacific pref.....	181	181	181	181	181
Atlantic & Pacific Tel. 20.....	20	20	20	20	20
Bart. O. R. & Minn. 1st.....	107	107	107	107	107
Central of N. Jersey.....	107	107	107	107	107
1st mortgage.....	112	112	112	112	112
7s, consolidated.....	112	112	112	112	112
7s, convertible.....	108	108	108	108	108
Central Pacific 4s, gold 108	108	108	108	108	108
1st M. (San Joaquin).....	97	97	97	97	97
1st M. (Cal. and Or.).....	94	94	94	94	94
Ches. and Ohio 1st M.....	101	101	101	101	101
Chicago and Alton.....	101	101	101	101	101
Preferred.....	114	114	114	114	114
1st mortgage.....	114	114	114	114	114
Sinking Fund.....	107	107	107	107	107
Income bonds.....	114	114	114	114	114
Chic. Burl. & Quincy 119	119	119	119	119	119
7s, 1893.....	109	109	109	109	109
Chic. & Milwaukee 1st.....	116	116	116	116	116
Chic. Mil. and St. Paul.....	42	42	42	42	42
Preferred.....	79	79	79	79	79
1st mortgage.....	80	80	80	80	80
2d mortgage.....	97	97	97	97	97
7s, gold.....	99	99	99	99	99
1st M. (La. and M. div.).....	102	102	102	102	102
1st M. (C. and D. div.).....	95	95	95	95	95
1st M. (C. and D. div.).....	97	97	97	97	97
1st M. (C. and D. div.).....	98	98	98	98	98
Consolidated S. F. 8s.....	89	89	89	89	89
Chic. & Northwestern.....	43	43	43	43	43
Preferred.....	64	64	64	64	64
1st mortgage.....	104	104	104	104	104
Sinking Fund.....	103	103	103	103	103
Consolidated 7s.....	103	103	103	103	103
Consol. Gold bonds.....	92	92	92	92	92
Do. reg.....	110	110	110	110	110
Chic. Rock 1st & Pac. 110	110	110	110	110	110
7s, 1896.....	109	109	109	109	109
Clev. Col. C. and Ind.....	52	52	52	52	52
1st mortgage.....	110	110	110	110	110
Clev. & Pittsburg guar.....	94	94	94	94	94
7s, Consolidated.....	94	94	94	94	94
4th mortgage.....	104	104	104	104	104
Clev. P. and Ash 7s.....	107	107	107	107	107
7s, new.....	107	107	107	107	107
Clev. and Tol. S. F. 107	107	107	107	107	107
Col. Chi. & Ind. Cent. 4	4	4	4	4	4
1st mortgage.....	112	112	112	112	112
2d mortgage.....	112	112	112	112	112
Consol. Col. of Md. 112	112	112	112	112	112
Del. & Hudson Canal 120	120	120	120	120	120
Reg. 7s, 1891.....	120	120	120	120	120
Reg. 7s, 1894.....	120	120	120	120	120
7s, 1896.....	118	118	118	118	118
Del. Lack. & Western 117	117	117	117	117	117
2d mortgage 7s.....	117	117	117	117	117
7s, Convertible.....	101	101	101	101	101
Det. Mon. & Tol. 1st.....	72	72	72	72	72
Et. of Columbia 3-6s.....	17	17	17	17	17
Erie Railway.....	18	18	18	18	18
Preferred.....	104	104	104	104	104
1st mortgage.....	104	104	104	104	104
2d mortgage.....	102	102	102	102	102
4th mortgage.....	102	102	102	102	102
5th mortgage.....	103	103	103	103	103
Great Western 1st mort.....	90	90	90	90	90
2d mortgage.....	85	85	85	85	85
Hannibal & St. Joseph.....	18	18	18	18	18
Preferred.....	28	28	28	28	28
7s, Convertible.....	77	77	77	77	77
Hudson River 2d mort.....	115	115	115	115	115
Illinois Central.....	102	102	102	102	102
Kansas Pacific.....	102	102	102	102	102
Lake Shore & Mich. So. 61	61	61	61	61	61
Consol. 7s.....	104	104	104	104	104
Consol. 7s, reg.....	104	104	104	104	104
2d Consolidated.....	104	104	104	104	104
Lake Shore Div. bonds.....	104	104	104	104	104
Long. Dock bonds.....	104	104	104	104	104
Evrie & Nash. 7s Cons.....	91	91	91	91	91
Michigan Central.....	60	60	60	60	60
7s, 1890.....	103	103	103	103	103
7s, 1892.....	103	103	103	103	103
M. R. and N. E. 1st S. F. 100	100	100	100	100	100
2d mortgage.....	106	106	106	106	106
Morris and Essex.....	106	106	106	106	106
1st mortgage.....	116	116	116	116	116
2d mortgage.....	117	117	117	117	117
7s of 1871.....	104	104	104	104	104
7s, Convertible.....	108	108	108	108	108
Consolidated.....	114	114	114	114	114
N. Y. Cent. & Hud. Riv 114	114	114	114	114	114
7s, Sinking fund, 1876.....	106	106	106	106	106
7s, Sinking fund, 1883.....	106	106	106	106	106
7s, Sinking fund, 1890.....	106	106	106	106	106
1st mortgage.....	121	121	121	121	121
2d mortgage.....	121	121	121	121	121
7s of 1871.....	104	104	104	104	104
7s, Convertible.....	108	108	108	108	108
Consolidated.....	114	114	114	114	114
N. Y. Cent. & Hud. Riv 114	114	114	114	114	114
7s, Sinking fund, 1876.....	106	106	106	106	106
7s, Sinking fund, 1883.....	106	106	106	106	106
7s, Sinking fund, 1890.....	106	106	106	106	106
1st mortgage.....	121	121	121	121	121
2d mortgage.....	121	121	121	121	121
7s of 1871.....	104	104	104	104	104
7s, Convertible.....	108	108	108	108	108
Consolidated.....	114	114	114	114	114
N. Y. Cent. & Hud. Riv 114	114	114	114	114	114
7s, Sinking fund, 1876.....	106	106	106	106	106
7s, Sinking fund, 1883.....	106	106	106	106	106
7s, Sinking fund, 1890.....	106	106	106	106	106
1st mortgage.....	121	121	121	121	121
2d mortgage.....	121	121	121	121	121
7s of 1871.....	104	104	104	104	104
7s, Convertible.....	108	108	108	108	108
Consolidated.....	114	114	114	114	114
N. Y. Cent. & Hud. Riv 114	114	114	114	114	114
7s, Sinking fund, 1876.....	106	106	106	106	106
7s, Sinking fund, 1883.....	106	106	106	106	106
7s, Sinking fund, 1890.....	106	106	106	106	106
1st mortgage.....	121	121	121	121	121
2d mortgage.....	121	121	121	121	121
7s of 1871.....	104	104	104	104	104
7s, Convertible.....	108	108	108	108	108
Consolidated.....	114	114	114	114	114
N. Y. Cent. & Hud. Riv 114	114	114	114	114	114
7s, Sinking fund, 1876.....	106	106	106	106	106
7s, Sinking fund, 1883.....	106	106	106	106	106
7s, Sinking fund, 1890.....	106	106	106	106	106
1st mortgage.....	121	121	121	121	121
2d mortgage.....	121	121	121	121	121
7s of 1871.....	104	104	104	104	104
7s, Convertible.....	108	108	108	108	108
Consolidated.....	114	114	114	114	114
N. Y. Cent. & Hud. Riv 114	114	114	114	114	114
7s, Sinking fund, 1876.....	106	106	106	106	106
7s, Sinking fund, 1883.....	106	106	106	106	106
7s, Sinking fund, 1890.....	106	106	106	106	106
1st mortgage.....	121	121	121	121	121
2d mortgage.....	121	121	121	121	121
7s of 1871.....	104	104	104	104	104
7s, Convertible.....	108	108	108	108	108
Consolidated.....	114	114	114	114	114
N. Y. Cent. & Hud. Riv 114	114	114	114	114	114
7s, Sinking fund, 1876.....	106	106	106	106	106
7s, Sinking fund, 1883.....	106	106	106	106	106
7s, Sinking fund, 1890.....	106	106	106	106	106
1st mortgage.....	121	121	121	121	121
2d mortgage.....	121	121	121	121	121
7s of 1871.....	104	104	104	104	104
7s, Convertible.....	108	108	108	108	108
Consolidated.....	114	114	114	114	114
N. Y. Cent. & Hud. Riv 114	114	114	114	114	114
7s, Sinking fund, 1876.....	106	106	106	106	106
7s, Sinking fund, 1883.....	106	106	106	106	106
7s, Sinking fund, 1890.....	106	106	106	106	106
1st mortgage.....	121	121	121	121	121
2d mortgage.....	121	121	121	121	121
7s of 1871.....	104	104	104	104	104
7s, Convertible.....	108	108	108	108	108
Consolidated.....	114	114	114	114	114
N. Y. Cent. & Hud. Riv 114	114	114	114	114	114
7s, Sinking fund, 1876.....	106	106	106	106	106
7s, Sinking fund, 1883.....	106	106	106	106	106
7s, Sinking fund, 1890.....	106	106	106	106	106
1st mortgage.....	121	121	121	121	121
2d mortgage.....	121	121	121	121	121
7s of 1871.....	104	104	104	104	104
7s, Convertible.....	108	108	108	108	108
Consolidated.....	114	114	114	114	114
N. Y. Cent. & Hud. Riv 114	114	114	114	114	114
7s, Sinking fund, 1876.....	106	106	106	106	106
7s, Sinking fund, 1883.....	106	106	106	106	106
7s, Sinking fund, 1890.....	106	106	106	106	106
1st mortgage.....	121	121	121	121	121
2d mortgage.....	121	121	121	121	121
7s of 1871.....	104	104	104	104	104
7s, Convertible.....	108	108	108	108	108
Consolidated.....	114	114	114	114	114
N. Y. Cent. & Hud. Riv 114	114	114	114	114	114
7s, Sinking fund, 1876.....	106	106	106	106	106
7s, Sinking fund, 1883.....	106	106	106	106	106
7s, Sinking fund, 1890.....	106	106	106	106	106
1st mortgage.....	121	121	121	121	121
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7s of 1871.....	104	104	104	104	104
7s, Convertible.....	108	108	108	108	108
Consolidated.....	114	114	114	114	114
N. Y. Cent. & Hud. Riv 114	114	114	114	114	114
7s, Sinking fund, 1876.....	106	106	106	106	106
7s, Sinking fund, 1883.....	106	106	106	106	106
7s, Sinking fund, 1890.....	106	106	106	106	106
1st mortgage.....	121	121	121	121	121
2d mortgage.....	121	121	121	121	121
7s of 1871.....	104	104	104	104	104
7s, Convertible.....	108	108	108	108	108
Consolidated.....	114	114	114	114	114
N. Y. Cent. & Hud. Riv 114	114	114	114	114	114
7s, Sinking fund, 1876.....	106	106	106	106	106
7s, Sinking fund, 1883.....</					



ances of the office, as the result of the week's business. National Bank notes received at the Treasury Department, last week for redemption were to the amount of \$3,062,000. The City Banks have had their deposits increased \$2,089,000; and their legal tender reserve diminished \$2,067,900. The specie average has been enlarged \$1,996,400. The loan and discount item was increased \$1,682,800. The circulation was diminished \$189,500. The U. S. Sub Treasury in this city closed the week with a currency balance of \$86,384,494 against \$87,338,123 the preceding week; and a coin hoard of \$44,561,737 against \$44,729,068 on the previous return. The City bank exchanges in currency reached \$458,072,748, or a daily average of \$76,345,457. The customs revenue of the port during the week was \$2,487,000. The City banks reported their average of gold last week at \$22,701,600, and their greenback average at \$46,945,200. Their deposits stood at \$226,426,400. The loan item was \$270,162,800. The circulation was \$16,882,500.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve to liabilities, of \$13,040,200.

The aggregate of the outstanding U. S. currency, of all denominations, March 1st was \$416,584,372. The outstanding amount of legal tender notes is \$370,943,392. The National bank circulation is now \$345,415,456, including \$2,099,199 of national gold bank notes.

On Tuesday of this week the cash balances of the Treasury Department at Washington were: of Currency \$7,930,181; special deposit of legal tenders for the redemption of certificates of deposit, \$38,820,000; Coin, \$69,508,788; Coin certificates, \$25,271,800.

The week's import entries of Foreign Merchandise at New York were \$6,639,654, including \$2,718,044 of Dry Goods.

The income of the Government from internal revenues in the current fiscal year, commencing with July 1, 1875, has been about 78 millions; and from Customs, 103 millions.

Gold has been fairly active, opening higher, but closing less buoyantly as to price. The speculative inquiry was less confident. The customs call was fair, and the export drain heavier. Included in the week's reported exports of Specie were further shipments of \$500,000 in American Gold coin for Havana, representing part of the recent purchases here of two million dollars on account of the Spanish Government. The extremes of the price during the week have been 114½¢@115, closing on Wednesday at 114½¢, as against 114½¢ on Wednesday of the preceding week. The specie outflow last week was \$1,423,446 against \$819,849 the previous week. The imports of specie at this port last week were \$11,482, and since January \$562,890, as against \$2,421,692, same time last year. The customs demand for gold last week averaged \$414,500 per day. Foreign Exchange has been less active and quoted toward the close less firm. Bankers sixty day bills on London closed on Wednesday at \$4.85½¢@4.85½¢; sight bills on London at \$4.89¢@4.89¢ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$6,226,840. The week's exports of Dry Goods and general merchandise were to the specie value of \$6,639,

654 as against \$10,819,858 the corresponding week of 1875.

The specie exports from San Francisco, January 1st to February 24th, were \$3,828,668. The amount of gold coin forwarded from San Francisco, by rail, to New York, in February, (to the 24th) was \$519,500, and since January 1st \$1,740,070.

The last public debt statement indicated a further liquidation of \$3,272,733 in February, bringing the aggregate indebtedness, less the cash in the Treasury, on March 1, 1876, down to \$2,114,960,307. The reduction in the net aggregate in indebtedness, during the eight months ending with March 1, 1876, was \$18,788,420, or equal to \$1,716,052 per month.

Government Securities have been more active and generally steadier as to values. The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation, is \$356,295,750.

U. S. sixes of 1881 closed on Wednesday of this week at 123¢@123½¢; U. S. Five-Twenties of 1865, 118¢@118½¢; U. S. Five-Twenties of 1865, consolidated, 119½¢@119½¢; U. S. Five-Twenties of 1867, 121½¢@121½¢; U. S. Five-Twenties of 1868, 123¢@123½¢; U. S. Ten-Forties at (ex March coupons) 118½¢@119½¢; U. S. Fives of 1881, (Funding Loan) 118½¢@118½¢; Six per cent. currency Sixes, 126½¢@127.

State and Railway bonds have been more sought after on investment account, and generally held more firmly. And in the line of Railway and Miscellaneous share property business has been fairly active, but generally values have been lower and quite irregular, under speculative manipulations.

General business has been moderate for the season in most lines. Domestic produce has been moving to a fair extent, and has been quoted steadier as to values. A freer export movement has been noted, especially in Cotton, toward the close. Petroleum and Naval Stores rule stronger in price. Foreign merchandise has been, in fair request, but at somewhat irregular figures. The Metal trade has been slow, in most instances. Copper and Tin, tame. Eglinton Pig Iron quoted here at \$29¢@29.50; Glengarnock \$31¢@32; Coltness \$32.50¢@33; No. 1 American Pig at \$23¢—; No. 2 do. at \$20.50¢@21; Forge, \$17¢@20; English Rails (in bond) \$34¢@36 gold; American Rails at works, \$45¢@48; Old Rails \$20¢@21.50. Wrought Scrap, \$30¢@32. Ocean freights have been more active with room for Grain, Provisions, Cotton, and Petroleum most sought after. Rates have been quoted weaker, but at the close steadier.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Cedar Falls and Minnesota 1st mort., 87½¢; Rensselaer and Saratoga 1st mort., 118; Rome, Watertown and Ogdensburg 7s, consol., 96½¢; Lehigh and Wilkesbarre 7s, consol., 97; Winona and St. Peter 1st mort., 85; Morris and Essex 7s, consol., 103; Indianapolis, Bloomington and Western 1st mort., 35½¢; Boston and New York Air Line 1st mort., 100½¢; Buffalo and Erie 7s, new, 107; Jefferson 1st mort., 71; Boston, Hartford and Erie 7s, guar., 25; Chicago and Northwestern Interest bonds, 105½¢; New York

Central 6s, sub., 102½¢; Southern Pacific R. R. of Mo. 6s, 70½¢; Hannibal and Central Mo. 1st mort., 83; Chesapeake and Ohio R. R. 1st mort. coupon on, 36½¢; Toledo, Peoria and Warsaw 7s, consol., 46; Toledo, Canada Southern and Detroit 1st mort., 60½¢; Long Island R. R. 1st mort., 102; Houston and Gt. Northern 1st mort., 68; New Jersey Southern R. R., 1; do. 1st mort., 20½¢; Central Pacific R. R., 101; do. 6s, Land Grant, 99½¢; Missouri, Kansas and Texas R. R., 12½¢; do. 7s, consol., S. F., 60; Union Mining Co., ½¢; Canton Co., 48; Am. Dist. Tel., 20½¢; Maryland Coal, 18½¢; Georgia 7s, end., 101½¢; do. 7s, gold bonds, 105½¢; Illinois 6s, 1877, 102½¢; Tennessee 6s, old, 43½¢; do. new, 42; do. 6s, new series, 41; Missouri 6s, long bonds, 104½¢; do. funding bonds, 1894-'95, 104; North Carolina 6s, old, Jan. and July, 17½¢; do. Apl. and Oct., 17½¢; do. 6s, issued to N. C. R. R., Jan. and July, 45; New York State 7s, Bounty Loan, reg., 104½¢; Arkansas 7s, issued to L. R. and Ft. S. R. R., 17½¢; do. issued to M. O. and R. R. R. R., 17; South Carolina 6s, new, non fund, 4½¢; Brooklyn 7s, P. L., 104½¢. The latest quotations are: Pacific Mail 22½¢@22½¢; Western Union Telegraph, 68½¢@68½¢; Atlantic and Pacific Tel., 19¢@20; Quick-silver Mining 17½¢@19; do. pref., 22¢@24; Mariposa Land and Mining, 7½¢@9; do. pref., 8½¢@10; Adams Exp., 106¼¢@107; American Exp., 62½¢@63; U. S. Express, 74½¢@75; Wells-Fargo Express, 87¢@87½¢; Chicago and Alton, 102½¢@108½¢; Cleveland and Pittsburg, 95½¢@96; Chicago and Northwestern, 43½¢@43½¢; do. pref., 64½¢@65; Chicago Rock Island and Pacific, 110½¢@110½¢; Chicago, Milwaukee and St. Paul, 48½¢@48½¢; do. pref., 80¢@80½¢; Cleveland, Columbus, Cincinnati and Indianapolis, 52½¢@54; Columbus, Chicago and Indiana Central, 4½¢@4½¢; Delaware, Lackawanna and Western, 117½¢@118½¢; Erie, 18¢@18½¢; Hannibal and St. Joseph, 18½¢@18½¢; do. pref., 28¢@29½¢; Lake Shore and Michigan Southern, 64¼¢@64¾¢; Michigan Central, 62½¢@62½¢; New York and Harlem, 143¢@144; N. Y. Central and Hudson River, 116¢@116½¢; Central of New Jersey 106½¢@107; Ohio and Miss., 21½¢@21½¢; Panama, 135¢—; Toledo, Wabash and Western, 3¢@3½¢; Pacific R. R. of Missouri, 12¢@12½¢; Union Pacific, 68½¢@69; do. 1st mort., 105½¢@105½¢; do. 7s, land grant, 108½¢@108½¢; do. sinking fund 8s, 91½¢@92; Central Pacific 6s, gold, 108½¢@109.

Boston.—Atchison, Topeka and Santa Fe 2d mort., 39½¢; Eastern R. R. 7s, notes, 55; Vermont Central 2d mort., 4; Portsmouth, Gt. Falls and Conway R. R., 7s, 50; Boston and Maine 7s, 109; South Boston Horse R. R. 61½¢; Rutland pref., 12½¢; Boston Land, 6½¢; Massachusetts 5s, 1883, 110; New Hampshire 6s, 109; Maine 6s, 109; Chicago 7s, 105; St. Louis 6s, 101; Toledo 8s, 1883, 105½¢; Cook Co., Ills., 103½¢@105; Allouez Mining Co., 20; Duncan, silver, 1½¢; Madison, 25c.; National, 2½¢.

Philadelphia.—Allegheny Valley 7s, 100; Idcome 7s, 57½¢; Shamokin Valley and Pottsville 7s, 102; Northern Pacific 7.30, 18; Pennsylvania and New York 7s, 110; Philadelphia and Reading Coal and Iron mort. 7s, 88; do. debent. 7s, 82½¢; North Pennsylvania Gen'l mort. 7s, reg., 106; Camden and Burlington County R. R. 6s, 96; Pennsylvania Canal 6s, 75; Northern Central Income 7s, 70; Schuylkill Navigation 6s, 1895,



75, Fifth and Sixth Streets R. R., 75; Schuylkill Nav. div. scrip, 95; Neshqueoning Valley R. R., 84; West Philadelphia R. R., 155; Cincinnati 7.30s, 103½; Pittsburg 7s, 109; do. 7s, W. L., 111½; Harrisburg 6s, 95. The latest quotations are: City 6s, 103@104; do. free of tax, 103½@108½; Pennsylvania State 6s, 2d series, 104@104½; do. 3d series, 112½@113½; Philadelphia and Reading, 50½@50½; do. Gen'l mort. 7s, coup., 109@110; do. reg., 109½@111; do. mort. 6s, 1880, 103@—; do. 7s, new conv., 105½@106; do. 7s, 1883, 112@—; United New Jersey R. R. and Canal Co., 144@144; Camden and Amboy mort. 6s, 1880, 103½@106; Pennsylvania R. R., 57@57½; do. 1st mort., 104@105; do. general mort. coupon, 104@104½; do. reg., 107@—; Little Schuylkill R. R., 51@51½; Morris Canal, 57@—; do. pref., 136@141; do. 6s, 100@—; Susq. Canal, 82@; do. 6s, 75@78; Schuylkill Nav., 7@—; do. pref., 15@15½; do. 6s, 1882, 81@82; do. 1872, 96@96½; do. 6s, imp., 89@—; Elmira and Williamsport pref., 40@42; do. 7s, 101@103; do. 6s, 65@—; Lehigh Coal and Navigation, 50½@50½; do. 6s, 1884, 104@104½; do. R. R. Loan 103½@104; do. Gold Loan, 106@106½; North Pennsylvania, 54½@55; do. 6s, 104@105; do. 7s, 107@—; do. Gen'l mort. 7s, 105½@106; Philadelphia and Erie 21@21½; do. 6s, 102@—; do. 7s, 94½@—; Minehill, 53½@54; Catawissa, 18@—; do. pref., 45@45½; do. new pref., 42½@43; do. 7s, 1900, 105½@—; Lehigh Valley, 62½@68; do. 6s, new coupon, 105@—; do. reg., 106½@—; do. 7s, 110½@111; do. 6s, consol. mort., 100½@101; Fifth and Sixth streets (horse), 76@78; Second and Third, 90@92; Thirteenth and Fifteenth, 48@48½; Spruce and Pine, 52@53; Green and Coates, 65@70; Chestnut and Walnut, 105@110; Hestonville, 37½@38½; Germantown, 87@88; Union, 105@—; Lombard and South, 25@35; Ridge Avenue, 70@75; Tenth and Eleventh, 130@—.

**Baltimore.** Sandusky, Mansfield and Newark 7s, 101; Chesapeake and Ohio Canal 6s, 116½; Parkersburg Branch R. R., 8; Virginia Peelers, 45; Baltimore City 6s, 1875, 103½; do. 1890, old, 108½; do. 1900, new, 108½; Cincinnati 7.80s, 103½; Norfolk Water 8s, 108½; Canton Company 1st mort. 6s, 94½; Atlantic Coal, 2.30. The latest quotations are: Wilmington and Weldon 7s, 101½@102½; Wilmington Columbia and Augusta 7s, 39@42; Richmond and Danville 1st mort., 72@73; Pittsburg and Connellsville 7s, 1898, 105@105½; Baltimore and Ohio, 168@170; do. pref., 106@—; do. 2d pref., 104@—; do. 6s, 1880, 103@104; do. 1885, 107@108; Washington Branch, 120@150; Northern Central, 39@40; do. 6s, 1877, 100@—; do. 6s, 1885, 101½@102½; do. 6s, 1900, 103@103½; do. 6s, 1900, gold, 101½@102; N. W. Va. 3d mort. 1885, 102@104; Marietta and Cincinnati 1st mort. 7s, 1892, 107½@107¾; do. 2d mort. 7s, 99½@100; do. 3d mort. 8s, 75½@76; Central Ohio, 42@43; do. pref., 42@44; do. 1st mort. 100½@101½; Western Maryland, 0@6; do. 1st mort. 6s, 1890, 91@—; do. 1st mort. guar., 108@—; do. 2d mort. guar., 103@—; do. 3d mort. guar., 103@104; do. 2d mort. pref., 81@—; do. 2d mort. guar. by Washington Co. 100@—; Virginia and Tennessee 2d mort. 6s, 76@77½; do. 3d mort. 8s, 78½@80; Orange and Alexandria 1st mort. 6s, 85@91;

do. 2d mort. 6s, 78@80; do. 3d mort. 8s, 70½@74½; do. 4th mort. 6s, 58@61; Orange, Alex. and Manassas 7s, 87½@87½; Baltimore 6s, 1875, 103½@104; do. 1884, 108@—; do. 1886, 108@—; do. 1890, 109@109½; do. 1900, 108½@108¾; do. 1902, 108@108½; do. 6s, exempt, 110½@—; do. 5s, 85@—; Memphis City 6s, 80@40; Maryland Defense 6s, 1883, 111@—; do. 6s, 1890, 106@—; do. 6s, exempt, 111@—; do. 5s, 85@—; Virginia coupon 6s, old 35@40; do. new, 37@40; do. consol. 6s, 68@69; do. 2d series, 43@44; Virginia coupons, 86½@87; West Virginia def. certif., 9@9½; City Passenger R. R., 29@30½; George's Creek Coal, 140@143; Atlantic Coal, 2.00@—; Canton Co., 40@46.

#### Wealth and Resources of Texas.

From the Circular issued by Messrs. Foster, Ludlow & Co. Bankers, 7 Wall Street, for the ninth of March, we extract the following interesting items in connection with the progress of this prosperous state:

Taken as a whole, the new constitution is a very decided improvement on the organic law under which the people of Texas are now living; and as the amendment of it is easy, we feel certain any defects proven by experience will be promptly changed.

From the forthcoming report of the Comptroller of Public Accounts to the next Legislature we take the following important statistics.

Total value of taxable property assessed in the State for 1875.....	\$250,853,798
State tax.....	1,254,354
Poll tax.....	198,322
County taxes.....	1,959,184
Miles of Railroad in the State assessed for taxes, 1875.....	1,487
Value of Railroads.....	16,605,122
Value of lands and town lots owned by Railroads upon which taxes are paid.....	1,443,547
Number of acres of land assessed in the State for 1875.....	66,637,920
Value of lots assessed in the State for 1875.....	44,666,937
There are 838,232 horses in the State valued at.....	20,792,220
There are 3,184,904 head of cattle in the State, valued at.....	11,754,045
There are 2,601,071 head of sheep, valued at.....	8,342,469
Money on hand or at interest.....	9,287,485
Merchandise.....	11,942,469
Miscellaneous property.....	20,243,850
Western Union Telegraph Company.....	116,095
Texas Pacific Telegraph Company.....	18,228

We regret that the new constitution is not as liberal to railroads as the well-wishers of Texas could desire. The New Constitution enacts as follows:

"Sec. 2. Railroads heretofore constructed, or that may hereafter be constructed in this State, are hereby declared public highways, and railroad companies common carriers. The Legislature shall pass laws to correct abuses and prevent unjust discrimination and extortion in the rates of freight and passenger tariffs on the different railroads in the State; and shall, from time to time, pass laws establishing reasonable maximum rates of charges for the transportation of passengers and freight on said railroads, and enforce all such laws by adequate penalties.

"Sec. 4. The rolling stock and all other movable property belonging to any railroad company or corporation in this State, shall be considered personal property, and its real and personal property, or any part thereof, shall be liable to execution and sale in the same manner as the property of individuals; and the Legislature shall pass no laws exempting any such property from execution and sale. This has a good deal of the Wis-

consin Potter law in it, and it remains to be seen what the effect will be. It is hoped by the friends of the State that this obnoxious law will be repealed as was the Potter Act. The State debt of Texas cannot be increased beyond \$5,000,000; and her securities rank among the best investments in the market.

### J. C. Chew,

#### INVESTMENT SECURITIES.

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ALL NEAR WALL STREET,

APPLY AT THE OFFICE OF

EDWARD MATTHEWS,

No. 71 Broadway.

At the annual election for officers of the

Chicago, Burlington and Quincy Railroad Company, held in Boston, on the 2d inst., the following named gentlemen were chosen: President,

Robert Harris; Vice-President, C. E. Perkins;

Chairman, J. M. Walker; Chairman of Board, J. N. A. Griswold; Clerk of Board, J. N. Dennison;

Treasurer and Secretary, Amos T. Hall; General Superintendent, W. B. Strong; Western Executive Committee, Robert Harris, J. M. Walker and C. E. Perkins; Executive and Finance Committee, J. N. A. Griswold, Sidney Bartlett, J. M. Forbes and Charles J. Palmer.

The earnings of the Illinois Central Railroad Company for the year ending December 31, 1875, were \$7,802,556 44; the operating expenses \$3,989,447 06; and the net earnings \$3,813,109 37. Deducting charter tax paid States of Illinois and Iowa (\$439,100 23), and rent of leased lines in Iowa (\$706,927 22), the net receipts from operation of the road amount to \$2,670,081 92.



**Brooklyn Elevated Railroad.**

The directors of the Brooklyn Elevated Street-Safety Railroad Company announce that they will begin the construction of the road before June 1, as their charter requires. The route will be from Washington and Sands streets; thence through York street to Hudson avenue; Hudson avenue to Park avenue; Park avenue to Grand avenue; Grand avenue to Lexington avenue; Lexington avenue to Ralph avenue; Ralph avenue to Marion street; Marion street to Broadway, and thence to East New York, a distance of six miles, and thence to Woodhaven, a distance of two miles, making eight miles in all. It is said that written proposals have been received by the company to build the road for \$240,000 to \$275,000 per mile.

**Eastern Railroad.**

The following is a continuation of the history of the Eastern Railroad Company, a portion of which was given in our last and preceding issues:

The reports of 1866, 1867 and 1868 contain statements of expenditures of such magnitude as make it important that they should be again presented to the stockholders in order to fill out the historical view intended to be submitted in this report. The total income of the road for those years was nearly stationary, being in 1866 \$1,422,000; in 1867 \$1,447,000; and in 1868 \$1,452,000. The expenditures of the road for the year 1866 were \$973,044 47, an excess over those of 1865 of \$186,787 44; those of 1867 over the same year were \$136,109 23; and those of 1868 over the same year were \$103,751 21. In these three years, as appears by the reports, a series of "extraordinary expenditures" were initiated and carried through, amounting in the aggregate to \$1,646,618 85, composed of the following items, part of which "were properly chargeable" to capital account, viz:

For engines.....	\$249,741 00
Passenger and freight cars.....	214,643 58
Improvements, etc., at East Boston.....	\$96,890 81
Improvements, etc., at Salem.....	78,386 60
Lands, buildings, etc., at other places.....	170,244 64
Bridge at Newburyport.....	\$338,910 47
Bridge at Boston.....	38,146 82
Bridge at Mystic river.....	7,468 13
	379,525 42
Iron.....	227,403 36
Second track from Salem to Beverly.....	122,070 53
Rockport Branch Railroad.....	91,007 28
Snow-ploughs.....	8,622 43
Connection with Fitchburg road.....	2,426 81
Loan to South Reading Railroad.....	10,656 94
	\$1,646,618 85

During this period there was nothing unprecedented in the history of the road—flood, collision, fire, or necessary enlargement—everything was running with the usual smoothness, with the ordinary wear, and at the ordinary expenses; indeed, those expenses seem to have been made, charged, and paid quite in the usual manner, and fully up to the usual amounts, as we have seen. The significant fact is, that in such a time it could have been thought politic to undertake unusual expenses to so large an amount. Sixty thousand dollars of the above sum were expended for the purchase of the establishment of the Salem Car Company, comprising car shops, machinery, tools, fixtures, and about two acres of land. During these

years also, notwithstanding the constantly accumulating debt, the regular dividends were paid.

In 1871 double tracks were laid from Beverly to Wenham, at a cost of \$118,471.

In August, 1871, occurred the notable accident at Revere, the circumstances of which having been at the time fully investigated by a committee of this corporation, and by the public officials of the Commonwealth, were widely disseminated, and are fresh in the public mind. That collision resulted in a loss to the corporation of \$510,600 in round numbers. This amount includes personal damages, the destruction of cars and engines, and the cost of all replacements.

In November, 1871, the Company bought of the heirs of John Alley, 3d, a piece of land on the south side of the track, near Market street, in Lynn, for \$216,000, valued by the assessors and taxed in 1870 for \$4500, and since taxed for \$20,000. The heirs and others at the same time gave the Company a piece of land on the opposite side of the track, about 700 feet in length by 50 in width, taxed in 1870 for \$12,000 on condition that the Company would establish thereon a station for passengers, to be built by them, at the expense of the Company. The station was constructed at a cost of about \$55,000, but in the mean time the passenger station at the old site had been rebuilt at a cost of about \$130,000.

In order to avoid the supposed inconvenience of stopping the trains at the two stations now so near together, as it had been contracted to do, the company decided to annul the contract, and at a cost of \$155,000 paid for the land and building, including costs of suit. Unfortunately, in 1873, by order of the President, the station building valued at \$55,000 was thereupon demolished, and the debris sold for \$1500, leaving the company, at a cost of \$155,000, simply the ownership of the land, which had been originally given to it. The company expended in Lynn for station purposes about \$500,000, sinking thereby over \$300,000, and arousing a feeling of discontent and opposition which has culminated in the opening of a competing road to Lynn the success, of which, however, is somewhat problematical.

In 1872 a contract was made with a firm in this city to supply this corporation, at fixed times, with 3000 tons of steel rails; for which we were to pay \$105 in gold a ton, about \$123 in currency, amounting to \$369,000. There were great delays in forwarding the rails and the contract by such delays was repeatedly broken. Advantage was taken by another road of a similar default to cancel and annul its unprofitable contract with this firm. This company, however, neglected to avail itself of the opportunity, and was compelled to pay the contract price, notwithstanding the same article was soon, and has since been, purchasable in the market at very greatly reduced prices, the road thus sustaining a probable loss of about \$129,000.

Shortly after the Revere accident, to satisfy the public demand for increased safeguards against the perils incident to travel, and with a view to adopt all precautions that the public good or a wise economy and forecast might suggest, Hall's automatic electric signals were introduced upon our line of the road, at a cost of \$80,000. Experience showed them to be only partially successful; effectual often for stopping and delaying trains when no dangers were present, they were not reliable to correctly report the condition of the tracks. This uncertainty was the occasion of much anxiety in the practical operation of the road. They were af-

fecting by the condition of the atmosphere, and were particularly unreliable in all damp or stormy weather.

The signals failed to be automatic; and sometimes the signal would be left by a train in such a position that a following train would be liable to run into the one preceding it. These signals, have been reconstructed and greatly improved by our Superintendent of Telegraphs. The houses for signal stations and the seventeen original batteries have all been dispensed with as of no value. As now improved, the signals are worked by three powerful batteries, situated at Boston, Chelsea and Salem. Improvements similar to those introduced by us have been made by Mr. Hall, and are used by other roads. We had the misfortune to be the first to test the value of the signals in their original form.

The additional expense of the improvement was about \$10,000, and the cost of operating the signals is now about \$6000 a year. Notwithstanding they sometimes occasion inconvenience by delaying a train when no cause of detention exists, they are now a great safeguard to the patrons of our road.

In 1873, by requirement of the Legislature of Massachusetts, large expenditures were incurred for widening the draws over Charles river and at Prison Point; \$40,000 were expended upon the former and \$26,000 upon the latter; \$69,000 were expended in the same year for the erection of a new bridge over the Saco river to replace the one destroyed by fire.

From as thorough an examination of the books and reports of the company as it has been possible to make during the three months since the organization of the present board of government, two singular and surprising facts must be noticed respecting the manner in which the debt of the company has been manipulated. Speaking in general terms, as fast as money has been received from capitalizing stock, which has increased from \$1,300,000, the original capital accepted, to \$4,997,600, it has been applied toward the payment of current expenses, dividends, interest and new extensions of the road.

Dividends have been paid to make this stock capitalization facile and seductive. Small and ineffective amounts have doubtless been applied from time to time toward the liquidation of the debt, but beyond these no real interest bearing debt of the company seems ever to have been paid. Extensions, enlargements, large outlays, and subsisting bonded debts have been met by long notes, or with new issues of bonds; when any of what we may call the floating debt has become due, its payment has been rolled over to the future, the debt being converted into notes having long periods to run, or funded in bonds maturing in still more distant years.

And so without actual payment, the real debt seems to have been aggregated by ever new accretions, till its swelling bulk has at last reached such colossal proportions that it has been only after the greatest exertions, and submission to extortionate rates, that the road has been able to meet its regular accruing interest, amounting now to almost one million dollars annually.

No prudent business house will so conduct its business; no business so conducted can long survive. An unliquidated interest paying debt is a source of delusion, a cancer that silently spreads until the whole system is corrupted by its poisonous influence.

The steady and rapid increase of the debt from the first, simultaneously with the increase



of the capital stock, and the corresponding increase of interest paid, present a peculiar state of facts, the whole morale of which would require a larger opportunity to fully understand or to explain. They may be tabulated as follows:

Year.	Stock Capital.	Debt other than Stock.	Interest.
1836...	\$175,473 27		
1837...	350,000 00		220,288 00
1838...	470,575 00		25,000 00
1839...	879,436 07		17,416 65
1840...	1,864,190 12		19,500 00
1841...	1,877,200 00		25,000 00
1842...	1,800,000 00		25,000 00
1843...	1,800,000 00	\$832,971 08	25,000 00
1844...	1,800,000 00	561,098 89	25,000 00
1845...	1,800,000 00	600,795 32	25,000 00
1846...	1,800,000 00	809,765 54	30,248 40
1847...	2,250,000 00	830,129 03	25,000 00
1848...	2,250,000 00	1,127,219 81	48,617 40
1849...	2,850,000 00	990,565 15	25,796 08
1850...	2,658,100 00	1,129,043 14	36,442 56
1851...	2,850,000 00	888,780 33	29,200 37
1852...	2,850,000 00	1,462,906 61	28,959 04
1853...	2,850,000 00	1,921,975 52	58,512 36
1854...	2,853,400 00	2,850,325 31	84,266 22
1855...	2,853,400 00	3,018,412 16	143,257 49
1856...	2,853,400 00	2,962,759 30	137,507 37
1857...	2,853,400 00	2,662,665 84	142,935 62
1858...	2,853,400 00	2,590,825 52	129,032 81
1859...	2,853,400 00	2,275,319 39	124,150 21
1860...	2,853,400 00	2,175,181 45	110,426 43
1861...	2,853,400 00	2,192,230 04	107,189 23
1862...	2,853,400 00	2,195,191 58	102,197 16
1863...	3,000,000 00	2,193,540 82	97,669 54
1864...	3,155,000 00	2,168,382 49	95,608 43
1865...	3,155,000 00	2,418,537 20	112,467 40
1866...	3,578,300 00	2,445,684 13	118,527 80
1867...	3,883,300 00	2,833,699 04	124,553 70
1868...	3,883,300 00	3,416,713 04	133,808 90
1869...	4,037,800 00	3,687,460 01	172,625 90
1870...	4,062,600 00	3,932,650 88	203,785 67
1871...	4,262,600 00	4,762,561 83	255,648 18
1872...	4,262,600 00	3,883,253 99	354,593 98
1873...	4,997,600 00	9,819,992 08	343,219 77
1874...	4,997,600 00	12,572,254 03	682,047 68
1875...	4,997,600 00	14,859,648 98	956,230 47

Until the year 1872 it was the practice to include in the interest account of the year, not only all the interest actually paid during the year, but also all the interest which had accrued to the close of the year, though it would not become payable till in the year following.

The accounts of 1872 and subsequent years included only the interest actually paid within the respective years, while all the interest that had not become payable, though really accrued, was thrown over to increase the amount of each succeeding year to that extent. Had the accrued interest of each year been properly charged, as had been the previous custom, the amounts of interest from 1872 to 1875 would appear in round numbers as follows, instead of as in the above table, viz:

1872.....	\$526,352 35
1873.....	569,412 23
1874.....	732,487 52
1875.....	955,556 58

The interest on the present debt on the road at seven per cent. per annum in a year to about \$1,000,000.

The increase of the debt in 1875, namely, \$2,287,394 95, arose chiefly from the settlement of claims which had been contracted in previous years, and which are indicated in the statement of the increase of the construction account, published in the appendix, which contains valuable information.

For the full and just understanding of the condition of the Eastern Railroad Company, one other matter relative to the internal man-

agement of the road should not pass without mention. It has been the occasion of much animadversion, public and private, and it is important for the road as a corporate body, and for individuals interested, that the facts, as nearly as they may be known, should be fully stated and rightly appreciated.

By a vote of the Board of Directors for the year 1872, a change was introduced into the department of the road under the keeping of the treasurer, and in the same year a change was made in the superintendence of the road. Mr. Charles F. Hatch, in view of his large experience on one of our Western roads, was elected "General Manager." Mr. John Colgate, also from the West, was elected "Auditor of the road." The former Treasurer of the road was retained, with his old title, while his duties were reduced to those virtually of a receiving and paying teller; he having however, full custody of the cash, and control of the stock, bond and note accounts.

All the other accounts of the road were transferred to Mr. Colgate, and the general account books of the road placed entirely under his control. He directed the method in which the accounts should be kept, he audited all the bills, and passed them to the general manager or president for final approval; then, on presentation to the treasurer, the bills thus certified and approved were paid. The number of clerks in the department was increased from three to ten, and finally to fifteen. He instituted a new set of books, and a new style of keeping them.

The whole system of placing and arranging the items of entry was entirely changed from the simple methods of former years, and a much more elaborate and complex method substituted—as a result of which, a fact which ought to be reached plainly, and in its entirety at once, and in one place, must be by this system traced through a complicated maze of relations, and eliminated out from cognate subjects, and related matters, and only perceived and understood after an elaborate research.

All the facts and accounts of the road are, it is presumed, entered in the books, and may be classified and summarized into shapes of easy and quick recognition. In the form employed they subject the road to the charge of obscure and uncertain accounting; for the conclusions drawn from chaotic records cannot be avouched as reliable. Upon the resignation of Mr. Colgate, a little more than a year since, the books were remitted to the custody of the treasurer; and it was determined to abandon this complex method of keeping accounts, and revert to the old simplicity, avoiding, however, by gradual changes, the disturbances which arise from a sudden disruption of method.

It will be obvious that the change itself is a source of embarrassment to any one investigating the accounts. Even with the improvements which have been made a further reformation of the system is imperative. The odium of the condition of the books must be borne by the road until arrangements can be made for their judicious amendment—a work that must be performed cautiously, and under the personal direction, if possible, of one acquainted practically with the elements of which the accounts are composed.

Previous to 1872 it was the practice to have all bills against the road, for any current month, presented forthwith for payment; so that by the middle of the month ensuing they were ready to be cashed, and were paid. It has been the experience of the present administration to have presented for approval and payment bills that have been running for two

years and more, one of which aggregated over \$50,000.

This non-payment of bills was not, in any proper sense, perhaps, due to the manner of conducting the Treasurer's department, but rather to the general management of the business of the road, and to the diversion of the funds which should have been applied to liquidate the operating expenses of the road to other purposes. What this vicious practice has cost the road can only be conjectured.

Prior, also, to 1872, it had been the practice of the road for many years to engage the services of an expert bookkeeper to examine and audit the accounts of the road, and report to the Board of Directors. No discrepancies or irregularities were ever reported during the term of service of our present Treasurer, and no suggestions were made that improvements in the method of keeping the books were desirable.

This auditor was Mr. J. Francis Kimball, who also for some years audited the books of the Boston and Maine Railroad Company. After Mr. Colgate entered upon his duties, no outside party was employed, and the whole service was performed by him to Dec. 1, 1874.

Mr. J. F. Kimball is engaged in auditing the cash accounts of the Treasurer, embracing all cash receipts and payments since Dec. 1, 1874, and has nearly completed the examination of the accounts to Jan. 1, 1876. Thus far he finds them correct and properly vouched.

From a review of the affairs of the road we gather the following table of actual and estimated losses:

Lawrence Branch.....	\$350,000
Collision at Marblehead Junction.....	88,000
Collisions at Wenham.....	34,000
South Reading Branch.....	650,000
Defalcation of William S. Tuckerman.....	232,780
Removal of passenger station to Boston.....	500,000
Revere accident.....	510,600
Lynn depot and lands.....	300,000
Newburyport City Railroad.....	12,000
Portsmouth, Gt. Falls & Conway R. R.....	650,000
do. discount on bonds.....	100,000
Swampscott Branch.....	185,000
Wolfeborough Branch.....	300,000
Essex Branch.....	100,000
Collision at Seabrook.....	70,000
Portsmouth Mill Pond.....	15,000
Noble's Island.....	20,000
Portsmouth and Dover Railroad.....	125,000
Excessive cost of steel rails.....	129,000
Electric signals.....	50,000
Fire at Boston Bridge, 1873.....	79,000
Fire at East Boston, 1873.....	85,000
Mill Pond Lands in Charlestown.....	500,000
Sterling loan, discount.....	278,000
State Prison Land.....	25,000
Land bought of Boston and Maine Railroad.....	68,000
Direct competition with Boston and Maine Railroad.....	1,200,000
Maine Central stock.....	500,000
Austin street estates.....	700,000
Ten year notes, discount.....	139,600
Sinking fund loan, discount.....	300,000

Total.....\$8,245,980

The principal office of the Pittsburg, Cincinnati and St. Louis Railway Company, heretofore located at Steubenville, Ohio, has, by virtue of a resolution of the Board of Directors, been removed to Columbus, in the State of Ohio, on the line of the Railway.

The railroad from Malvern Station, on the St. Louis, Iron Mountain and Southern railway, to Hot Springs, Arkansas, has just been completed.



**Imports of Dry Goods at New York.**  
The imports of foreign dry goods at New York for the month of February, were:

	1876.	1876.
Manufactures of wool...	\$3,248,872	\$2,337,616
" cotton...	2,528,049	2,160,768
" silk...	2,219,829	2,750,998
" flax...	1,099,714	1,247,888
Miscellaneous dry goods...	974,372	823,874

**Total, entered at port.** \$10,015,836 \$9,321,134

**WITHDRAWN FROM WAREHOUSE.**

	1876.	1876.
Manufactures of wool...	\$1,842,312	\$1,071,045
" cotton...	1,017,918	811,750
" silk...	438,531	648,953
" flax...	732,914	686,370
Miscellaneous dry goods...	108,854	212,341

**Total.....** \$4,135,524 \$3,630,459

**Add entered for consump.** 10,015,836 9,321,134

**Thrown upon market.....** \$14,151,460 \$12,951,593

**ENTERED FOR WAREHOUSING.**

	1876.	1876.
Manufactures of wool...	\$973,055	\$1,316,017
" cotton...	548,017	856,647
" silk...	596,308	853,095
" flax...	457,150	657,448
Miscellaneous dry goods...	120,597	224,518

**Total.....** \$2,695,127 \$3,907,725

**Add entered for consump.** 10,015,836 9,321,134

**Total entered at the port.** \$12,710,963 \$13,228,859

The imports of foreign dry goods at New York for two months from January 1 were:

**ENTERED FOR CONSUMPTION.**

	1876.	1876.
Manufactures of wool...	\$4,802,086	\$3,503,532
" cotton...	4,240,339	3,984,044
" silk...	3,858,906	4,047,187
" flax...	1,745,469	1,894,696
Miscellaneous dry goods...	1,442,705	1,886,257

**Total ent. for consump.** \$16,089,505 \$14,819,816

**WITHDRAWN FROM WAREHOUSE.**

	1876.	1876.
Manufactures of wool...	\$2,755,784	\$1,678,425
" cotton...	1,674,482	1,354,112
" silk...	989,250	1,246,520
" flax...	1,243,175	1,226,601
Miscellaneous dry goods...	247,999	324,267

**Total, withdrawn from**

warehouse..... \$6,910,790 \$5,809,925

**Add entered for consump.** 16,089,505 14,819,816

**Total thrown on the mar-**

ket..... \$23,000,295 \$20,629,241

**ENTERED FOR WAREHOUSING.**

	1876.	1876.
Manufactures of wool...	\$2,085,817	\$2,029,139
" cotton...	1,232,026	1,483,483
" silk...	1,058,026	1,333,085
" flax...	1,006,850	1,211,758
Miscellaneous dry goods...	178,653	352,605

**Total entered warehouse.** \$5,561,372 \$6,410,080

**Add entered for consump.** 16,089,505 14,819,816

**Total entered at port.** \$21,650,877 \$21,229,896

**Mr. A. B. Fiske, General Superintendent**

of Atkine Bros. Iron Works, has resigned the of-

fice to take position as General Superintendent of

the Long Island Railroads, embracing nearly four

hundred miles of track. Mr. Fiske has had twenty

years' experience as railroad superintendent in

Penn., the last four years of which was as

General Superintendent of the Northern Central

Railway. He is also a practical mechanical en-

gineer, having served an apprenticeship of six

years at steam engine and boiler building in one

of the largest shops in New England.

**CHAS. PFEIFER, Constructing Engineer.**

**G. J. SCHULTZ, Proprietor.**

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**FAIRBANKS & CO., 53 Camp Street, New Orleans.**

**FAIRBANKS & CO., 216 Main Street, Buffalo, N. Y.**

**FAIRBANKS & CO., 338 Broadway, Albany, N. Y.**

**FAIRBANKS & CO., 403 St. Paul's Street, Montreal.**

**FAIRBANKS & CO., 34 King William St., London, Eng.**

**FAIRBANKS, BROWN & CO., 2 Milk St., Boston, Mass.**

**FAIRBANKS & EWING, Masonic Hall, Phila., Pa.**

**FAIRBANKS, MORSE & CO., 111 Lake St., Chicago.**

**FAIRBANKS, MORSE & CO., 139 Walnut St., Cin., O.**

**FAIRBANKS, MORSE & CO., 182 Superior St., Cleve., O.**

**FAIRBANKS, MORSE & CO., 48 Wood St., Pittsburg.**

**FAIRBANKS, MORSE & CO., 5th & Main St., Louisville.**

**FAIRBANKS & CO., 302 & 304 Washington Av., St. Louis.**

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## The Coal Trade.

The Philadelphia Ledger of March 8th says: The very mild weather tends to lessen the demand for domestic uses, and production in all the several anthracite coal regions is nearly or quite at a standstill. Some of the larger carrying and producing companies have made no report of tonnage for the past two weeks. The return of the trade, as we have received it, shows that the quantity sent from all the regions for the week ending on the 26th ultimo is but 47,778 tons, against 148,262 tons for the corresponding week last year, showing a decrease of 100,484 tons. The total amount of anthracite sent for the year is 2,097,209 tons, against 1,852,407 for same period last year, an increase of 244,742 tons. The quantity of bituminous coal sent to market for the week was 47,422 tons, against 46,224 tons for corresponding week last year, an increase of 1198 tons. The whole bituminous tonnage from the beginning of the coal year to the 26th ultimo is 405,290 tons, against 341,025 tons in corresponding time last year, an increase of 64,265 tons. The total tonnage of all kinds of coal for the week is 95,200 tons, being a decrease for the week of 99,286 tons, and the total tonnage for the coal year is 2,502,499 tons, against 2,193,492 tons to same date last year, being a total increase of 309,007 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the last week was 74,539 tons, 61,178 tons of which were coal and 13,361 tons coke. The total carried this year is 478,182 tons, of which 382,694 is coal and 95,488 coke. These figures embrace all the coal and coke carried over the road east and west. At Port Richmond for the week ending the 4th instant there were receipts of 400 tons of coal and shipments of 11,500 tons, leaving 102,500 tons on hand. We continue to quote freight charges to New York at 85 cents, Providence at \$1.60 and to Boston at \$1.80 @ \$1.85 per ton. At Perth Amboy for the week ending on the 26th ultimo the receipts of coal were 1082 tons and the shipments 3916 tons, leaving 90,022 tons on hand. The Lehigh Valley Railroad has issued a circular making rates from Mauch Chunk to Perth Amboy \$1.85, and \$1.75 to Philadelphia, or 30 per cent lower than the October circular of last year. The rates of the Reading Railroad are now \$2.10 to this city, but a reduction is expected. The Lehigh Coal Exchange has adopted the same prices for coal at Mauch Chunk as existed last year.

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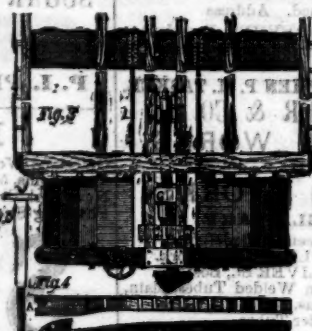
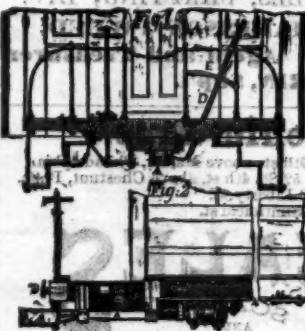
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